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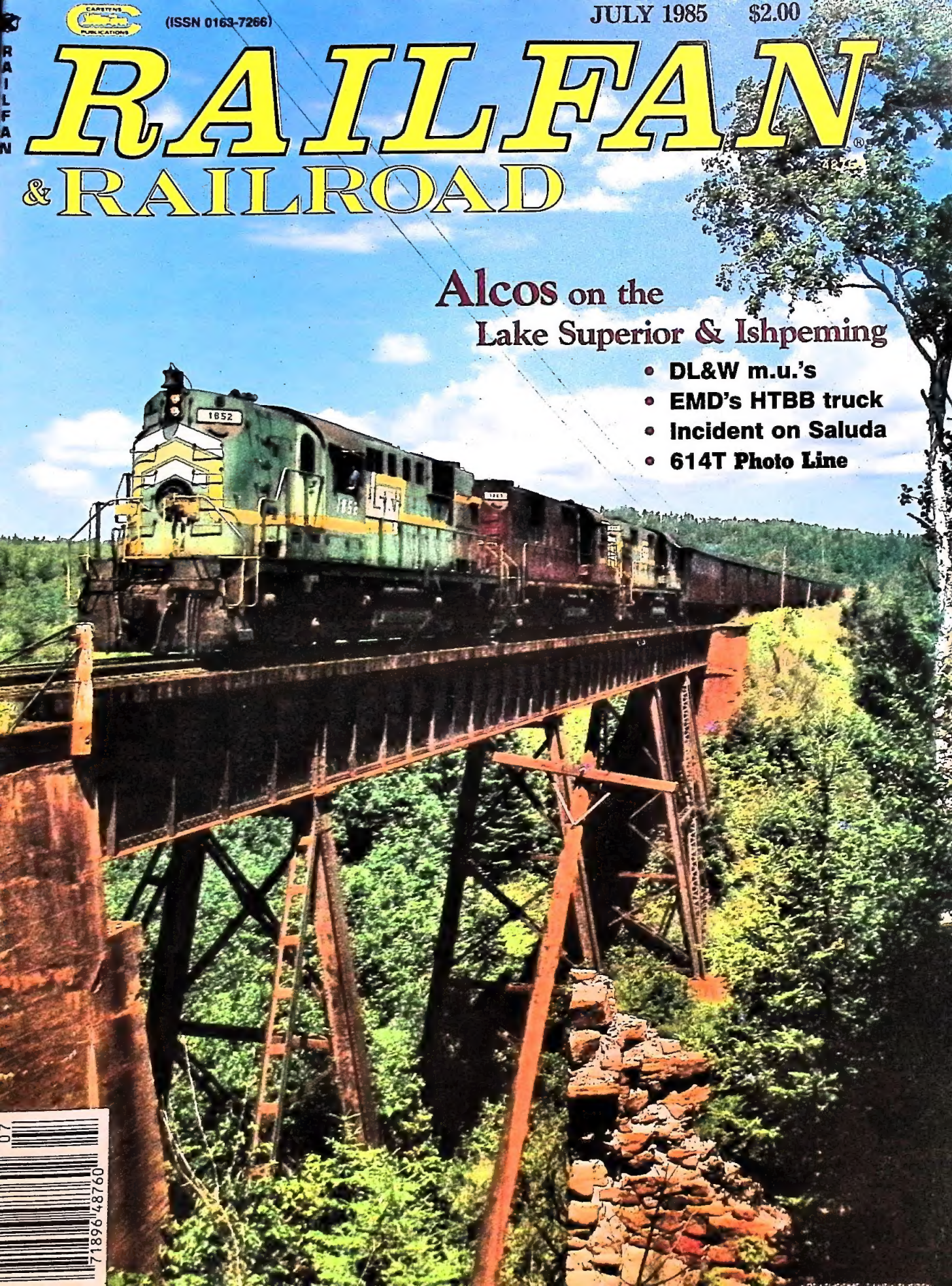

Alcos on the Lake Superior & Ishpeming

- DL&W m.u.'s
- EMD's HTBB truck
- Incident on Saluda
- 614T Photo Line

07
71896 48760

EMD KODACHROME: DALE SANDERS

"THE BIGGEST AND NEWEST" is the theme of this special power consist arranged for EMD on March 2, 1985, for publicity photos in Feather River Canyon. DDA40X 6930 leads SD60 demos at Keddie. See page 28.

Railnews

KODACOLOR: L.L. DAVIS

TIGER STRIPES were added to BN SD40-2 8002 for increased crossing visibility. Shown at Alliance, Neb., on February 18.

KODACHROME: JERRY KITTS

KODACHROME: TOM SAVIO

F40PH 900, the first of 18 for CalTrans, was in an SP freight at Davis, Cal., on March 29. The F40s and bilevels will replace SP equipment on the San Francisco commute runs.

***DAYLIGHT*-INSPIRED** colors adorn Eureka Southern's ex-CR GP38s on a press run on January 29. The new company operates the former Northwestern Pacific between Eureka and Willits, Ca. Passenger excursions are expected to begin in 1985.

KODACHROME: JIM BOYD

ALCO S2 206 was restored to her as-delivered 1942 livery by the New York, Susquehanna & Western (with the help of a contribution from the Bergen-Rockland Chapter NRHS) and put in service on March 26 on the old Lehigh & Hudson River between Warwick, N.Y., and Sparta Jct., N.J.—shown here just below Warwick. See page 28.

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From the Publisher's desk: Washington holds the cards.

The magazine publishers represented a broad spectrum of diversified interests, from *Time* to Hearst to *Foreign Affairs* and RAILFAN & RAILROAD. Phyllis and I had joined some 100 other magazine publishers on March 14, 1985, at the Old Executive Building opposite the White House for a briefing and remarks by David A. Stockman, Kenneth W. Dam (substituting for Secretary of State Schultz), Donald T. Regan and President Ronald Reagan. Disarmament talks were underway in Europe, a new Russian president had just been chosen, a vote on the MX Peacekeeper Missile was imminent, and Congress was getting ready to vote on a budget that in 1985 would run $220 billion in the red, and $230 billion in 1986 if nothing was done.

Budget Director Stockman, a dedicated foe of excessive government, was the first to speak. The 1986 Budget, if adopted, would reduce governmental spending by $51 billion in 1986 and by $507 billion over the next five years. There would be selective cost-of-living freezes and major spending program reforms along with 25 program terminations. "We have to keep necessities, such as feeding the poor, and we have to get rid of amenities such as Amtrak and the SBA." Amtrak had received $896 million in 1981 and is expected to receive $684 million in 1985. Without a congressional subsidy which averages about $35 per rider, the billion dollar Amtrak operation would grind to a halt by October, according to Amtrak head Graham Claytor. Airlines reportedly get a subsidy of about $42 per passenger.

Secretary of the Treasury Donald T. Regan later spoke a few moments on the proposed purchase of Conrail by Norfolk Southern. "Norfolk Southern submitted the only firm bid at $1.2 billion, which may go as high as $1.4 billion. Critics of the NS purchase want to delay the purchase but have made no firm offer." Others who have expressed an interest in Conrail are the Alleghany Corporation and a group advocating public stock offerings. Purchase by Norfolk Southern could see Conrail lose another 2000 miles of trackage and 2500 jobs. But is it likely that any other buyer, were one found, could operate trackage and keep jobs when the business is not there? Ponder that the next time you chase a train in your Taiwanese shirt in your German car using your Japanese camera.

Seeing the government at work first hand provided an immediacy of awareness that put the entire government operation into perspective. Pressure is now on Congress as special interest groups push their own projects ahead of national and international considerations: farmers, unions, defense, cities and mass transit. Each one is worthwhile. Each one will raise the budget and increase the red ink.

RAILFAN & RAILROAD

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Cover

Three six-motor Alcos—RSD12s or DL702s, your preference—head a "Coal and Scale Extra" over Morgan Trestle near Eagle Mills, Michigan, on July 19, 1984. The Lake Superior & Ishpeming still rosters numerous Alcos and some distinctive six-motor GEs. Sandy Burton tells how to railfan this Upper Peninsula ore carrier in his story which begins on page 48. Kodachrome: Sandy Burton.

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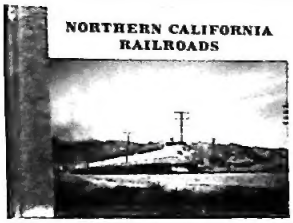

NORTHERN CALIFORNIA RAILROADS

Volume II

A survey, in words and 267 pictures, of the vast variety of tracked transport thats served the region west of Reno and north of the Tehachipi Mountains in the busy years after WW II. Steam was making its last stand in an era of boom, with dozens of classes active; the forty-year old teakettles rubbed elbows with the newest generation of luxury streamliners. A wide range of shortlines operated into scenic back country, while Bay Area Commuters still rode in wide-windowed electric interurban brains. It was the last period in which railroads were primary carriers of both passenger and freight, an era closer in many ways to the turn of the century than to the 1980's. Pictures and text reconstruct the quality of the times, in a way that will appeal to the railway buff in all of us and to the Californian who wants to see what it was like then.

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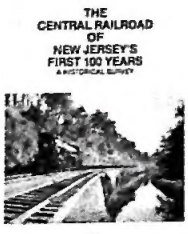

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Fanmail

Railfanning today

You hit the spike on the head with your comments about railfanning close to home in the March 1985 MARKERS. Too many fans go to the ends of the earth in search of exotic 2-6-6Ts while ignoring the real drama of short lines and high iron behind their backyards. One tank of gas can sometimes bring more satisfaction than a thousand-dollar airline ticket.

FRANK TATNALL
Plymouth Meeting, Pa.

Railfanning the B&A

In your MARKERS column of the March '85 issue, you alluded to again going to railfan Conrail's B&A line. All I can say is, "Come on up!"

The B&A is home to some of Conrail's (and the nation's) most unusual diesels. This line is ruled by three-unit sets of EMD's and GE's latest power. All of the C32-8s are on the B&A at this time, and there are usually two three-unit sets of pure Dash 8s (they are called "chicken coops" here due to their rear A-frame radiators). Also, the nation's only C30-7As operate here, again in three-unit sets. At this time there are only two three-unit sets of SD50s on this line. The SD50s replaced the ex-EL SD45-2s here about a year ago.

This past week, from about January 24 until the 30th, MoPac SD50 5010 has been testing on the B&A with a CR SD50, CR C30-7A and Conrail test car 20. I was told by personnel aboard 20 that the 5010 was rated at 3750 h.p. for test purposes. We also believe EMD blue and white demos will arrive sometime in 1985.

How about EMD 1, 3 and 4 exiting State Line tunnel?

JOHN M. GOULD
Chatham, N.Y.

Coors and Amtrak

I enjoyed Greg Monroe's thorough coverage of the Coors railroad in the January '85 R&R. Even though I've worked the "Beer Runs" as both brakeman and conductor for the BN, there were many details of the Coors operation mentioned that I was unware of. The "solid consists of GP9s" mentioned must have meant SD9s, since GP9s are virtually nonexistent on the Denver Region of the BN. This past summer GP50 3100 and B32-8 5497 were two of the more notable locos used as Beer Run power.

Currently I am working out of Trinidad, and the evening that the March '85 R&R arrived, I was reading the *Southwest Limited* section of your "Escape from Winter" article when airhorns announced the arrival of Amtrak No. 4, now renamed the *Southwest Chief*. That's the perfect background sound for reading R&R!

NEAL PAYTON
Trinidad, Colo.

Cover at Del Mar

As a person who has grown up along the Santa Fe's "Surf Line," I enjoyed the photos and comments of Jim Boyd in his "Escape from Winter" article inthe March issuue. I noted a few errors and would like to correct them. The cover photo and the photo on page 40 that are said to be at Oceanside are actually 18 miles to the south at Del Mar. By February 1984, only one blue and white SD&AE Geep was still in San Diego, the 104. The other three units were trapped on the east end of the line after the fire destroyed the bridges that closed the line. The 101-103 never returned to San Diego and were shipped to other Kyle operations in the east. The 104 is now gone from San Diego, and a new operator has taken over the SD&AE line and operates under the name San Diego & Imperial Valley Railway.

On another subject, I would like to thank R&R for the continued information on the PA units in Mexico. A note to the item in the January issue: Soon after the PAs arrived in Mexico they were sent to the FC del Pacifico and have been there since. The FCP has operated seperately from the NdeM, and its employees have great pride in their railroad. The credit for the continued operation of D&H 19 should go to the people of the FCP.

CLIFFORD PRATHER
Santa Ana, Cal.

Coast-to-Coast plus four

I note with interest your recent Amtrak coast-to-coast story. It's very similar to mine of four years earlier (May 1981 R&R), except what a difference HEP heating makes! No ice in your room west of Chicago. Amtrak has made strides.

SCOTT HARTLEY
Waterbury, Conn.

Travel agents

In your "Escape from Winter" feature in the March issue, you mention the desirability of having a good travel agent. I have been dealing directly with Amtrak and know several helpful agents. My favorite is Gara Thomas, at the one-person Amtrak office shared with American Airlines in the Palmer House in Chicago. Last year she put together most of the 14,143 miles on Amtrak and all of the 6,560 miles on VIA for me. A former airline agent, she is a whiz at interrogating the Amtrak computer. In some cases she can line up hotel arrangements, too. Of course, she takes care of preferred passenger car accommodations.

While—unfortunately—I qualify for senior citizen fares, the All Aboard America fare nearly always works better. I used four last year and then added on sleeping space, using Slumbercoaches when possible. Now you've

Railfanning is:

Pizza after the railroad club meeting—but prime rib after a steam trip!

got me thinking about taking the *Southwest Chief.* I haven't ridden that route since 1940.

JOHN F. HUMISTON
Olympia Fields, Ill.

Union Station skylight

In your "Escape from Winter" article in the March issue, you mention that when you arrived at Chicago's Union Station you noted how clean and bright the old waiting room was and that the skylight, that had been painted over during World War II, had had the paint removed in a recent renovation.

Where were you, Mr. Boyd, when the million-dollar fire broke out on Saturday, July 26, 1980? The paint was not removed; it melted.

I was on a CTA bus coming from the Loop to Union Station, and when we got to the Sears Tower, a half block away, the bus driver told everyone to get off because the depot was on fire. The old Fred Harvey lunchroom and the Gold Lion Restaurant (both closed for a few years) were completely gutted, and the heat created by the fire melted not only all that glass in the big skylight but the windows on both sides of the waiting room, as well. Until they got it fixed, the place was quite a mess whenever it rained. To celebrate the renovation of the waiting room, former-Mayor Jane Byrne held a dinner dance there—but it was a rainy night, and they had to do some table moving because the glass in the new roof still had a few leaks!

I worked as a mail and baggage handler at Union Station for 17 cold winters and hot summers, beginning in October 1955, and loved every second of it. There were over 800 men employed in that capacity at that time—when I retired in June 1983 there were about 130. I spent over ten years working at the suburban ticket counters as the afternoon telephone operator after my stint on the baggage platforms.

I now live near New Orleans and miss good old Union Station—but I don't miss the weather.

J.R. PAGE
Kenner, La.

Tape/slide productions

I've read your two pieces on tape/slide productions and look forward to the conclusion. Your reference to your own show on pre-Amtrak Chicago as being "almost as bad as a series of roster shots" is too harsh. I saw the show when you brought it to Erie, Pa., a few years ago and enjoyed it (despite the trouble you had with the audio that night).

If and when I do a show on Boston commuting, I've found a single, "Morning Train," by Sheena Easton, that should be quite effective.

RICHARD W. STORY
Rochester, N.Y.

I just finished reading the March CAMERA BAG and was happy to read about your using Neil Young's "Southern Pacific" in slide programs. I was beginning to think I was the only person east of the Mississippi who had heard the song—the *Reactor* album apparently didn't sell too well.

Some time ago, I compiled a tape of train-related songs for en route entertainment in the car on railfan trips. Included were Little Feat "Red Streamliner" and "Lonesome Whistle;" Lowell George "Two Trains;" The Band "Mystery Train;" Jerry Jeff Walker's "Eastern Avenue River Railroad Blues;"

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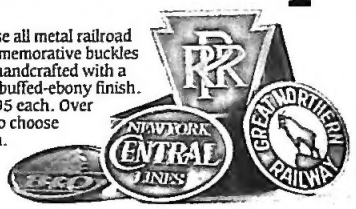

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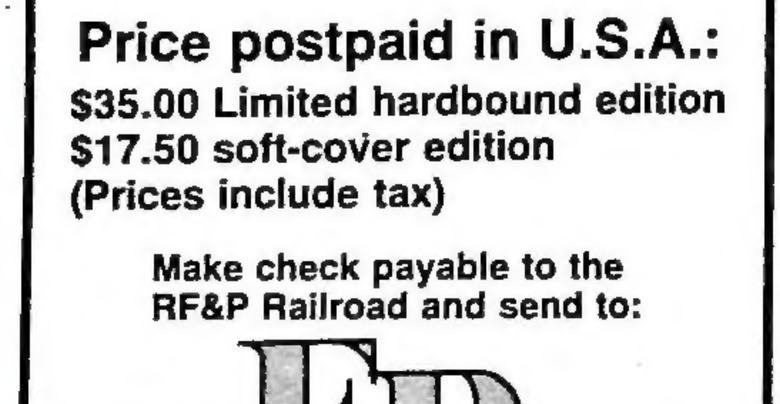

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Springsteen's "Downbound Train;" Warren Zevon's "Nighttime in the Switching Yard;" Jethro Tull's "Journeyman" (about British commuter trains); Joe Jackson's big band music "Tuxedo Junction" and "How Long Must I Wait For You;" Gordon Lightfoot's "Canadian Railroad Trilogy," "Steel Rail Blues" and "The Watchman's Out;" and the current hit by John Fogerty "Big Train From Memphis."

May I also suggest the soundtrack to *Local Hero* by Mark Knopfler, which contains several instrumentals all quite suitable for slide presentations.

MICHAEL P. MORLEY
Zanesville, Ohio

Chasing the 4449 down Beaumont Hill, we were playing the tape of "Southern Pacific" as we paced the train from about a quarter mile away—it was great, especially the line "I rode the highball . . . I fired the Daylight." *I used at least two different cuts from* Local Hero *in my steam show, one for an easy background, and the "Freeway Flyer" cut for a rapid-fire barrage of humorous motorcade train-chasing scenes*—J.B.

San Diego's trainshed

How did you like it in California? Your article on your coast-to-coast trip was very good reading. On page 39 you said, "I don't believe it (San Diego) ever did have (a trainshed) either." But San Diego's Santa Fe Station did have a trainshed when it was built in the 1800s. The shed was removed about 1900 and moved to a museum in Balboa Park just in time for the California Exposition.

When I lived in Philadelphia from 1949 to 1953, I was three blocks from Reading Terminal, and I was very sorry to see the photos of its closing last November. The terminal was a very busy place in the 1950s, and I'm glad that it won't be torn down like the Pennsy's old Broad Street Station was in 1952. While living in Philly, sometimes on a Sunday afternoon I would take the Market Street subway to 69th Street Terminal and take the old P&W car to Norristown, returning home on the Reading into the terminal at 13th and Market.

BRUCE R. DRESS
Fontana, Cal.

On my first visit to Philly in 1966, I made that Norristown circuit in reverse, taking a Liberty Liner *from Norristown to 69th, the subway to Reading Terminal (for some fine photos from the platforms outside the shed) and a silver m.u. back up to Norristown. It was a great way to spend an afternoon*—J.B.

War Production Board

I enjoyed "War Production Board" in the March R&R. It should help debunk some of the previous information that has appeared about World War II steam locomotive design and construction. I have a few comments I would like to make, not as criticism, but as information you may not of heard.

When researching "Those Sedalia 4-8-4s" for *Trains*, I came across this in Missouri Pacific files dated November 28, 1942, from MP Executive-VP W.G. Vollmer to Mr. R. C. White (Chief Operating Officer, MP). He states that he received the following telegram from Mr. F. G. Gurley, Santa Fe:

"Just made unsuccessful effort contact you or Mr. White. We are proposing to purchase 20 4-8-4 engines, but in conference here this morning find engine recomended by WPB is too high for operation Kansas City Terminal and elsewhere. We are sending men to Philadelphia Monday to see if it can be lowered. In the meantime will you please have someone check with our people to see if our present 4-8-4 will fit Missouri Pacific requirements? If so, perhaps Santa Fe and Missouri Pacific could agree upon that design of 4-8-4 for immediate construction."

There is a notation at the bottom of the sheet "This loco. will not clear the overhead canopy". F.E.B. (Chief Engr. MP). No other information in the file.

It appears that Mr. Gurley was late for this proposal, as an earlier letter of November 17 lists the clearances needed for "proposed 4-8-4 type engine similar to D&RGW 1800 class engine."

Incidentally, at the time of Gurley's telegram, the Santa Fe was modifying the whistle bowl and engine indicator boards on the 3765/3776 class 4-8-4s so that they would clear the train sheds at the Kansas City Union Station, and they started running in and out of Kansas City on November 30, 1942. The 2900s had these modifications made when built.

You will note that Gurley said they had 20 (not 25) 4-8-4s proposed, and this is borne out in the *Railway Age* list of locomotives ordered in 1942. In February 1943, ten additional 4-8-4s were ordered. *Railway Age* of July 17, 1943, in a list of locomotives approved by WPB for construction, reports 30 AT&SF 4-8-4s plus 20 2-10-4s. Later in 1943, authority was given for an additional five 2-10-4s.

In connection with the M&StL 2-6-6-4 order, it was reported at that time (1943) that

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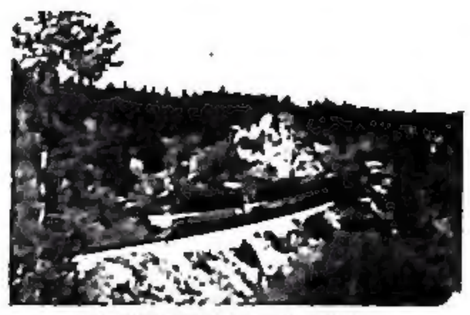
SET ONE



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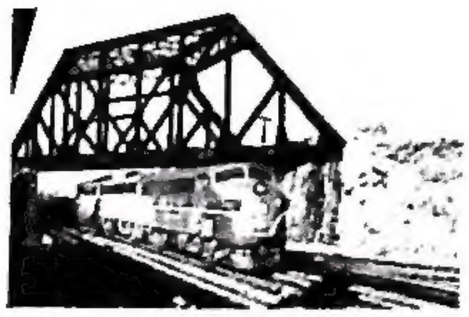

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the WPB did not approve their construction because it was necessary to strengthen several bridges, and the steel was not available.

I have been of the opinion that the cancellation of the last 25 J-1 2-10-4s for the Pennsylvania was done so that they could construct 25 Q-2s at Altoona. The aforementioned *Railway Age* shows 150 2-10-4s approved all to be built at Altoona. Lima construction records show 8033-8057 cancelled, so there is a disparity in the list in *Railway Age*.

On page 43, you state that Al Perlman was president of the D&RGW at the time of the 4-6-6-4 order. At that time, he was chief engineer and finished his career on the Rio Grande as executive vice-president in June 1954, when he was appointed president of the New York Central. Wilson McCarthy was president of the D&RGW in 1942-54.

It has been reported so often that steam design was frozen in 1942-1945 that it is refreshing to see some of the actual record quoted. It had been evident to me that there was some latitude allowed, since the B&O EM-1, the first NYC 4-8-4, D&H and RI 4-8-4s and the Mikados for the Midland Valley and A&WP-WofA, and possibly a few other engines, were not duplicates of power delivered before the war.

LLOYD E. STAGNER
Newton, Kan.

Timetable

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue Sept. 15 for Jan. issue and Nov. 15 for March issue.

RAILFAN EVENTS

NORFOLK SOUTHERN, 1985 Excursion Season. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, 4501 is SR 2-8-2, and FP7s are SR green and gold passenger diesels.

June 1, FP7s Alexandra to West Point, Va., and return via RF&P and SR (WACN); **June 2,** 4501 Goldsboro to New Burn, N.C., and return (private charter); **June 2,** 611 Alexandria to Charlottesville, Va., and return (WACN); **June 8,** 611 Roanoke to Walton, Va., roundtrip in morning and Roanoke to Lynchburg, Va., roundtrip in afternoon (RCN); **June 8-9,** 4501 Knoxville to Cumberland Gap, Tenn., and return each day (OSC); **June 13,** "Independence Limited '85," 611 Roanoke, Va., to Portsmouth, Oh., one way (RCN); **June 14,** 611 Portsmouth to Muncie, In., one way (RCN); **June 15,** 611 Muncie to Ft. Wayne, In., roundtrip (RCN); **June 16,** 611 Frankfort and Lafayette, In., to Decatur, Ill., one way, return with diesels (RCN); **June 17,** 611 Decatur, Ill., to Moberly, Mo., one way (RCN); **June 22-23,** 611 Kansas City to Moberly, Mo., and return each day (KCC).

The sponsoring organizations are: (WACN) Washington Area Chapters NRHS and Chesapeake RRE, P.O. Box 346, Laurel, MD 20707; (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (OSC) Old Smoky Chapter NRHS, P.O. Box 601, Knoxville, TN 37901; (KCC) Kansas City Chapter NRHS, 5038 North Kensington, Kansas City, MO 64119.

UNION, ILLINOIS,1985 Season. Special events will be scheduled as follows.

All of June, CB&Q Zephyr set will run each Saturday in place of steam.

June 15, Milwaukee Day: electric and diesel equipment.

June 16, Railroad Day: handcar, caboose rides and more.

July 4, Trolley Pageant: largest operation of trolleys in Midwest.

August 4-10, Steam Week: steam trains operate daily.

August 31, September 1-2, Railfan Weekend.

October 5-6, Members Day.

Steam trains run Saturdays through Labor Day and Sundays through October 6. Electric cars run daily Memorial to Labor Day, Saturdays through September and Sundays through October 27. For free brochure, contact: Illinois Railway Museum, P.O. Box 431, Union, IL 60180; 815/923-2488 or in Chicago area 312/262-2266.

DALLAS, TEXAS. Through October 31. Exhibition "American Anthem: An Exhibition of Songs and Symbols of American History," with artifacts from Smithsonian Institution including original 1831 locomotive John Bull. Displayed at The Pavilion at LTV Center, 2001 Ross Avenue, Dallas, TX 75201; 214/979-6100.

20th CENTURY RAILROAD CLUB A full season of luxury rail excursions using ex-NYC boat-tail observation car and other equipment is scheduled for 1985 out of the Chicago area. For brochure listing dates and fares, contact: 20th Century Railroad Club, 509 W. Roosevelt Road, Chicago, IL 60607, or phone 312/829-4500.

BRITISH COLUMBIA RAILWAY Ex-CPR Royal Hudson 2860 will begin regular operations between Vancouver and Squamish on May 18. During 1985 it will run Wednesday through Sunday from May 18 through September 15. Adult fare is $14. Also available will be combination trips using Royal Hudson steam train and Motor Vessel "Britannia." For full details and special schedules contact: Royal Hudson Steam Train, Room 140, 800 Hornby St., Vancouver, BC V6Z 2C5.

PLEASANT LAKE, INDIANA. 1985 Season. The Little River Railroad will be operating its 4-6-2 No.110, the world's smallest standard gauge Pacific, on the newly reopened line from Pleasant Lake to Steubenville, Ind., on Sundays in June, plus Saturday June 23; and Saturdays and Sundays throughout July and August; then Labor Day and Sundays only through October 20. For schedule and special events, contact: Little River Railroad, P.O. Box 178, Angola, IN 46703; 219/833-1804 or 219/825-9182. Use Ashley Exit off I-69.

PITTSBURG, KANSAS, June 7-8. Fourth Annual Convention of the Kansas City Southern Historical Society at the Holiday Inn. Includes KCS tour, photo and model contests, banquet and more. Free to members, $15 for non-members. Contact: Convention Secretary, KCS Historical Society, P.O. Box 17815, Kansas City, MO 64134.

FORT BRAGG, CALIFORNIA, June 8. Centennial Railfan Steam Excursions on the California Western with "Super Skunk" 2-8-2 45 through scenic redwoods to Northspur layover location. Two 42-mile roundtrips will be run—one morning and one afternoon departure. Fare $20 includes souvenir program and centennial button. Trips will have photo runby.

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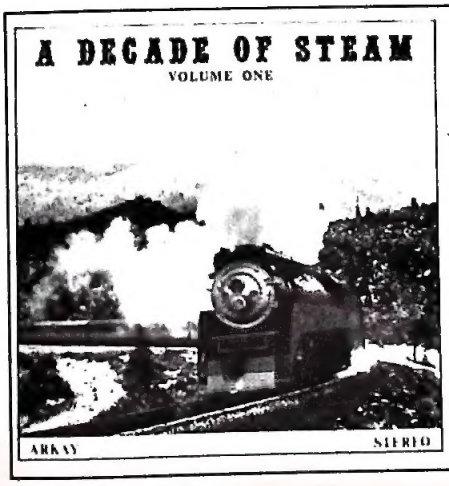

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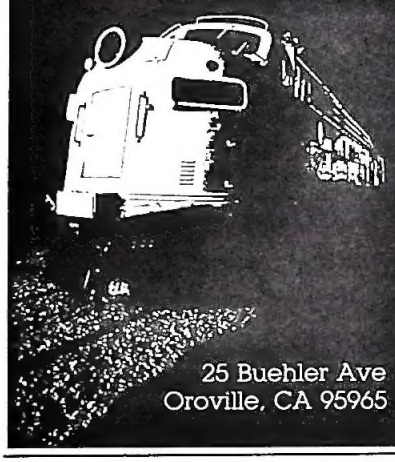

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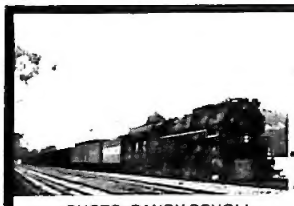

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ST. JOHNSBURY, VERMONT, 1985 Season. Diesel-powered excursions on the Lamoille Valley Railroad out of St. Johnsbury to Greensboro Bend and other destinations. Trips to Greensboro Bend on June 8, July 6, August 31, September 21, 22 and 28, and October 12 and 13. Trip to Danville Fair and Danville-Joes Pond shuttle on August 14. Adults $15, students and children $5. Contact: St. Johnsbury Chamber of Commerce, P.O. Box 636, St. Johnsbury, VT 05819, 802/748-3678.

STRASBURG, PENNSYLVANIA, June 8. "Pennsylvania Limited" excursion to Harrisburg over Amtrak/Conrail with doubleheaded steam, PRR 4-4-2 7002 and 4-4-0 1223. Travel Strasburg R.R. to Leaman Place and onto Amtrak ex-PRR main to Lancaster for passenger loading, then down Columbia Secondary to Columbia and across Shocks Mill Bridge to Enola. After a servicing stop the train will cross Rockville Bridge to Harrisburg and return to Lancaster and Strasburg on old PRR main line and Strasburg R.R. Depart Strasburg 8am, Lancaster 9am, returning about 5pm. Fare $47.50. Contact: Lancaster Chapter NRHS, 342 W. Fritz Ave., Quarryville, PA 17566. (Box lunch available on train if ordered in advance at $5 per lunch.)

GALESBURG, ILLINOIS, June 8-9. Galesburg Railroad Days festival including railroad exhibits and displays, railroadiana flea market and short passenger excursions sponsored by 20th Century Railroad Club of Chicago. Contact: Galesburg Area Chamber of Commerce, 154 East Simmons Street, Galesburg, IL 61401; 309/343-1194.

GALVESTON, TEXAS, June 8-9, 22-23. The Center for Transportation & Commerce will operate steam excursions at 11:30am and 3pm each day using ex-Magma Arizona 2-8-0. Museum is located at Strand and 25th Streets in National Historic Landmark District. Contact: The Center for Transportation & Commerce, 123 Rosenberg, Galveston, TX 77550; 409/765-5700.

MAD RIVER & NKP RAILROAD SOCIETY The following guided rail tours are being offered by the Mad River & NKP Railroad Society. For details send large SSAE to: Trips, P.O. Box 42, Bellevue, OH 44811.

June 8-23. "Alaskan Adventure" on rail, air, ship and bus to include Alaska R.R., WP&Y and Inland Passage cruise.

September 21-29. "Churchill and Northern Canada" on Amtrak, VIA and Algoma Central.

October 3-7. "Delightful Delta Queen Steamboatin' " on Amtrak from Crestline, Oh., to Pittsburgh for three-night cruise on Ohio River on the Delta Queen.

November 1-13. "South of the Border" Mexican rail tour departing Toledo on Amtrak to Mexico City—First Class travel throughout Mexico.

PHILADELPHIA, PENNSYLVANIA, June 16. Excursion on historic Reading Company "Blueliner" m.u. cars over SEPTA West Trenton and West Chester lines. Departs 30th Street Station, upper level, 10:15am, "R1-West Trenton" loading area. Expected return about 5pm. Fare $10. Please enclose #10 SSAE with ticket order to: Philadelphia Chapter NRHS, P.O. Box 7302, Philadelphia, PA 19101-7302. Order in advance; any remaining tickets on day of trip will be $12.50. Information, 7-9pm, 215/947-5769.

KENNEBUNKPORT, MAINE, June 16. "Old Timers Day" exhibition of streetcars from the turn of the century at Seashore Trolley Museum. 10am-5pm. Admission $3.25, kids 6-16 $1.75, includes rides, exhibits, museum store and more. July 1 is "Canada Day," Canadian citizens admitted free. Regular 1985 operating schedule is daily 10am-5:30pm June 15-September 2 plus Friday evenings only in July and August. Weekends only, noon-5pm, September 7-October 27. Contact: Seashore Trolley Museum, Drawer A, Kennebunkport, ME 04046; 207/967-2712.

NEW HAVEN, CONNECTICUT, June 22. "Yankee Clipper" excursion sponsored by the New Haven Railroad Historical & Technical Association on Conrail lines using ConnDOT

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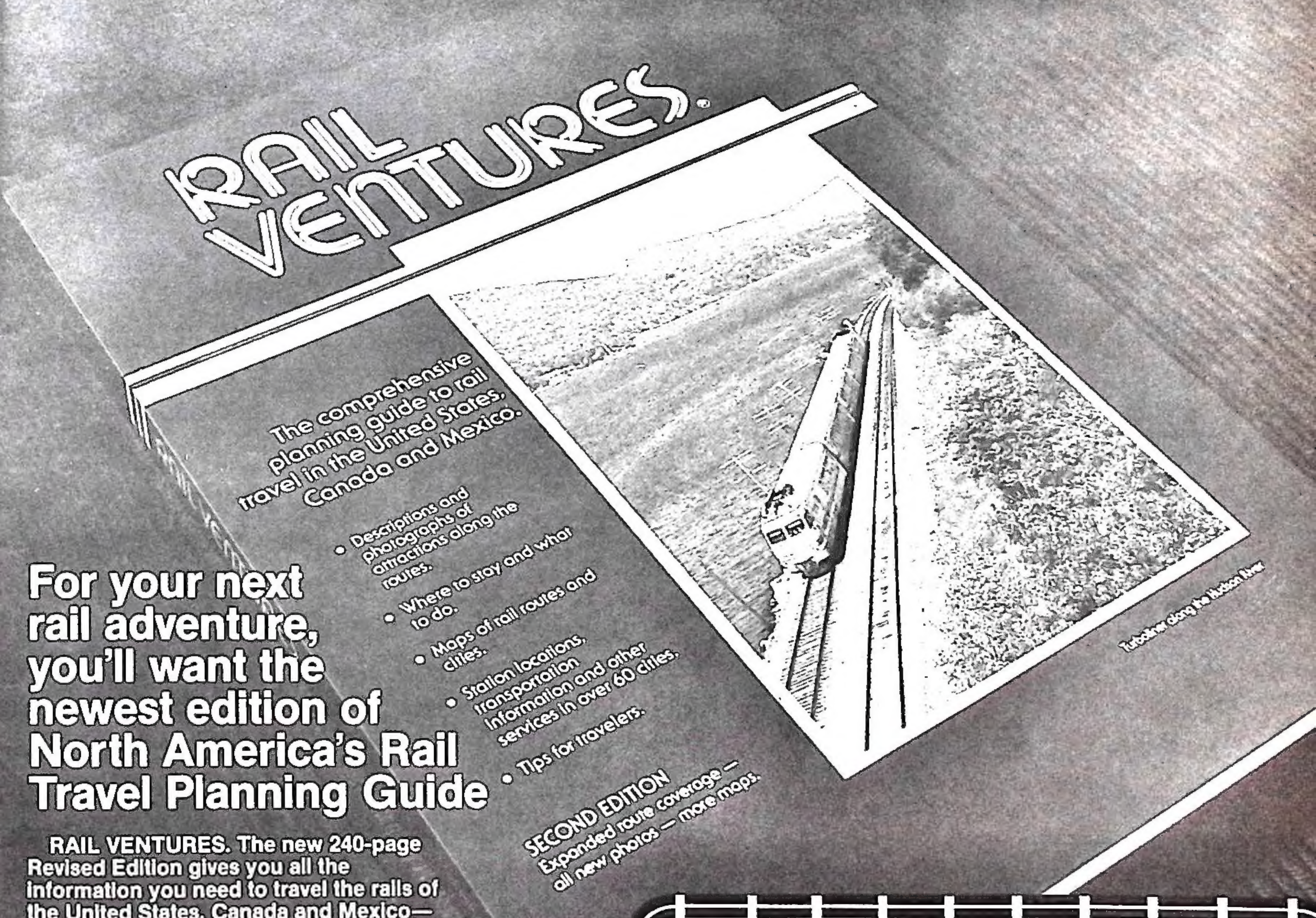
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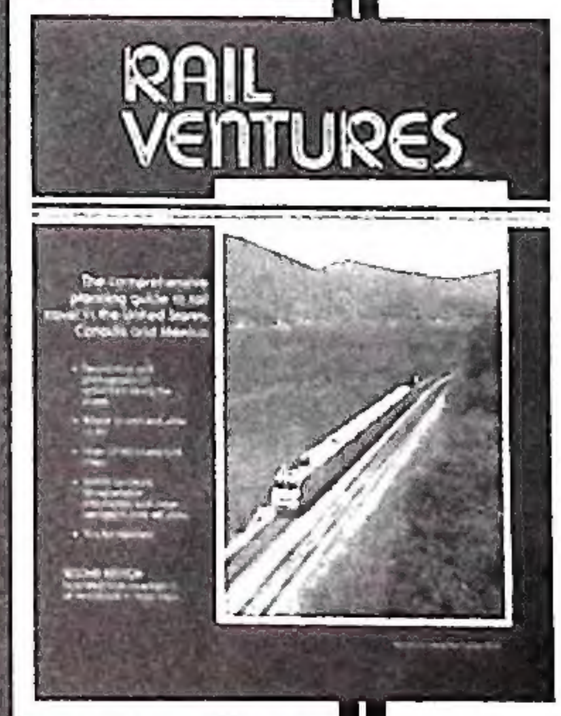

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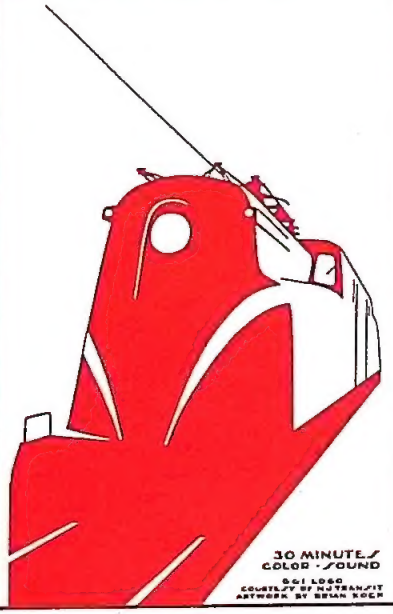

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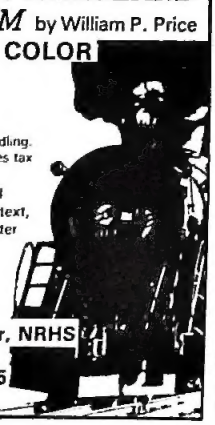

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MARYSVILLE, MICHIGAN, June 22. Second Annual Great Lakes Live Steam Whistle Blast at the Marysville Edison Plant on the shore of the St.Clair River. Demonstrations of rail and marine whistles—bring your own along and have it blown. Contact: Walter M. Smith, 5171 Pointe Drive, Marine City, MI 48039; call evenings 313/765-8016.

CHICAGO, ILLINOIS, June 23. Railroad Club of Chicago bus excursion to Mid-Continent Railway Museum in North Freedom, Wisconsin. Fair $40 includes transportation and rides at Mid-Continent, with photo runbys on train. Contact: Railroad Club of Chicago, 3737 West Lyndale, Chicago, IL 60647; 312/489-4461 or 312/235-5083.

MORRISVILLE, VERMONT, June 24-August 31. Alco-powered diesel excursions on the Lamoille Valley Railroad—the fabled St. Johnsbury & Lamoille County—on Tuesdays, Thursdays and Saturdays from Morrisville to Joe's Pond, Vt., including Fisher Covered Bridge. Departs Morrisville 10am, returning 2:30pm. Fare $15, kids 5-13 $10. There will also be a fall foliage schedule in September and October. Contact: Lamoille Valley Railroad, Stafford Ave., Morrisville, VT 05661; 802/888-4255.

LAONA, WISCONSIN, June 25-August 24 (daily except Sundays). Laona & Northern will operate 2-6-2 on "Lumberjack Specials" at 11am, noon, 1pm and 2pm to Camp 5 Museum Farm with numerous attractions. Last return 4pm. Contact: Camp 5 Museum Foundation, Laona, WI 54541.

FLEMINGVILLE, NEW YORK. June 29, July 20, August 17, September 21, October 12 and November 30. Special diesel-powered excursions on Tioga Central Railroad, former-Lehigh Valley Auburn Division from North Harford to Owego, N.Y., and return, a 52-mile round trip. Eleven-mile roundtrips operate each Saturday and Sunday May 4 through November 24 from Tioga Transportation Museum at Flemingville, N.Y., five miles north of Owego on N.Y. Route 38, just north of Route 17. Contact: Tioga Central Rail Excursions, 12 Talcott Street, Owego, NY 13827; 607/687-1930.

AKRON, OHIO, June 29-30 Tentative. Excursion using diesel power and Cuyahoga Valley Line cars from Akron to Bellevue, Ohio, on ex-AC&Y and W&LE trackage for Bellevue "Cherry Festival." For brochure, send large SSAE to: Bellevue Excursion, RD1 Box 1567, Stow, OH 44224.

BOSTON, MASSACHUSETTS, June 29-July 14. "Rocky Mountain Ramble" rail tour from New England to Colorado on Amtrak to visit Durango & Silverton, Cumbres & Toltec, Georgetown Loop and other rail attractions. Over 6000 miles. For details send large SSAE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; or call 617/361-4445.

MORRISVILLE, VERMONT, July and August. The Lamoille Valley Railroad will operate regular passenger excursions on 70-mile round trip through historic covered bridge and over Walden Mountain to Joe's Pond. Diesel power and open-window coaches, with breathtaking views. Trains depart Morrisville at 10:00 a.m. Tues/Thurs/Sat in July and August. Fall Foliage excursions will be run in September and October. For brochure and detailed schedule, contact: Lamoille Valley Railroad, Stafford Ave., Morrisville, VT 05661; 802/888-4255.

NEWARK/HOBOKEN, NEW JERSEY, July 3,4,6 and 7. Open platform observation car NJT-1, ex-CNJ "Blue Comet" 1178, will operate trips on lines of former PRR, Erie, DL&W, CNJ and NY&LB. Capacity limited to 30 passengers per trip. Amenities for that "name train" atmosphere. For schedule and fare details send large SSAE to: Communipaw Commemoratives, P.O. Box 831, Pamrapo Station, Bayonne, NJ 07002.

BUFFALO, NEW YORK, July 27-28. N&W Class J 4-8-4 611 will run roundtrip excursion each day Buffalo to Erie, Pa., and return over ex-NKP main line. Photo runbys, open and air conditioned cars plus First Class available. Contact: Buffalo Chapter NRHS, P.O. Box 298, Getzville, NY 14068.

FLINT, MICHIGAN, August 10-11. "Railfan Weekend" at Huckleberry Railroad and Crossroads Village featuring inaugural run of ex-D&RGW K27 2-8-2 464 on the three-foot-gauge railroad. Shop tours, special runs, photo opportunities, films and HO model display. Contact: Genesee County Parks & Recreation Commission, G5055 Branch Road, Flint, MI 48506; 313/736-7100.

NEWARK, NEW JERSEY, August 11. "Hudson River Streamliner" excursion from Newark, N.J., through New York City to the old NYC main line and up the east side of the Hudson River to Selkirk, N.Y. Return on the old West Shore—see both sides of the Hudson in one day. Coach fare $50; First Class will be available. Contact: Tri-State Railway Historical Society, P.O. Box 2243, Clifton, NJ 07015; 201/488-5429.

CHICAGO, ILLINOIS, August 18. Railroad Club of Chicago excursion by bus to the Kettle Moraine Railway at North Lake, Wisconsin, for ride behind ex-McCloud River 2-6-2 No.9, with photo runbys. Fare $35. Contact: Railroad Club of Chicago, 3737 West Lyndale, Chicago, IL 60647; 312/489-4461 or 312/235-5083.

INTERNATIONAL TOURS

CHALLENGER TOURS, P.O. Box 8965, Trenton, NJ 08650 (609/586-4664), is offering the following rail tours. Contact them for full details.

SWEDEN and NORWAY, June 13-23. Scandinavia's Railway Scene presents 1500 km behind steam plus museums and trams.

FRANCE, June 28-July 12. Railway Travel & Photography tour.

SOUTH AFRICA, July 5-20. Railway Travel & Photography steam tour with additional week optional to Zimbabwe.

EUROPE, July 5-21. To Europe for Steam tour of Switzerland, France and Italy including TGV.

EAST and WEST GERMANY and POLAND, July 17-August 4. To Europe for Steam to Nuremberg steam festival and five days each in East Germany and Poland.

EAST GERMANY, July 18-29. To Europe for Steam grand tour with steam on three gauges.

ZIMBABWE, August 1-18. To Europe for Steam tour on private steam train plus steam in Zambia.

EUROPE, August 9-25. Railway Travel & Photography tour includes steam tram in Germany, French TGV and visits to Switzerland and Austria.

ZIMBABWE, August 16-31. Railway Travel & Photography tour including Garratts and colliery steam.

SWITZERLAND, September 13-21. Railway Travel & Photography tour of the Alps by train.

JORDAN and SYRIA, September 27-October 8. Lawrence of Arabia's fabled Hedjaz Railway is the destination of this To Europe for Steam tour which includes steam specials in both countries.

TURKEY, October 4-19. Railway Travel & Photography tour for a variety of steam.

CHINA, November 15-30. Railway Travel & Photography tour to ride and photograph trains in Northeast China, including steam and industrial lines.

INDIA and NEPAL, November 15-December 7. Railway Travel & Photography tour includes steam on three gauges in India and a Garratt in Nepal.

GERMANY, July 6-21. Rail tour of Europe highlighting the 150 years of German railroading including steam trains out of Nuernberg. Travel in Holland, Germany, Switzerland and France will include TEE "Rheingold," the "Glacier Express," "Bernina Express" and TGV. Contact: DER Tours, Inc., 104 S. Michigan Ave., Chicago, IL 60603; 312/782-2939.

RAIL STUDY TOURS INTERNATIONAL, P.O. Box 3468, Alexandria, VA 22302; 703/998-2362, has the following tours scheduled.

BACKWOODS RAILROADS OF CHINA, August 1-25, will focus on logging railways of China's northeast. Includes Peking, Datong loco factory and much more—main line stream and three cities with streetcars.

150th ANNIVERSARY OF GERMAN RAILROADS, September 3-22. Special rail events in East and West Germany including Nurnburg pageant and steam special in Belgium.

SOUTH AMERICA STEAM SPECIAL, September 26-October 24. A two-part tour of both east and west coasts with many chartered steam trains and regular service station. Join for all or part of the tour.

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GERMANY, 1985 Season In observance of the 150th Anniversary celebrations of Germany's railways, Lufthansa has worked out a variety of rail-oriented travel packages. Complete details are in Lufthansa's travel brochure available at travel agencies or Lufthansa offices Contact: Joseph Zucker, 607 W. Seventh Street, Los Angeles, CA 90017; 213/680-0700.

GERMANY, September 12-30. "150th Jubilee Anniversary" with special steam activities For details contact Adventure Rail Tours, 9021 Pacific Ave , Racoma, WA 98444.

RAILROADIANA MEETS

ST. CHARLES, ILLINOIS, June 9. "9th Annual Railroadiana Show & Sale" at Kane County Fairgrounds, 10am-4pm Largest show in the country with 325 tables of railroadiana—all railroadiana, not model/toy trains Contact B Birk, P.O Box 1107, Wheaton, IL 60189

SOUTH CARVER, MASSACHUSETTS, June 15-16 Edaville Railroad's 15th Annual Railfan Weekend and Collectors Flea Market. 10am-5.30pm. Admission and train ticket: adults $6, children $3, under age 3 free. Edaville is on Rte. 58 at South Carver. Contact: John Bryden, Edaville Railroad, P.O. Box 7, South Carver, MA 02366; 617/866-4526.

AKRON, OHIO, June 15-16. Quaker Square Train Meet with railroadiana, operating model railroads and steam train excursion at the former mill silos and railroad yard of the old Quaker Oats factory. Contact: Quaker Square Train Meet, 135 S. Broadway, Akron, OH 44308; 216/253-5970

CHARLOTTE, NORTH CAROLINA, June 22. Piedmont Carolina Model Train & Hobby Meet at Heritage U.S.A., I77 south, Carowinds Exit at the state line. 10am-4pm. Admission $2. First table $15, additional tables $12 each. Contact: David Summerford, Rt 1 Box 41, Pineville, NC 28134; 704/377-2582.

GOLDEN, COLORADO, July 13-14. "Mile High Railfair" at Jefferson County Fairgrounds, 15200 W. 6th Ave., in Golden. Railroadiana, models, antiques, artwork, exhibits and movies. Saturday 10am-6pm and Sunday 10am-5pm. Adults $2, seniors $1.50 and kids under 12 $1. Contact: Intermountain Chapter NRHS, P.O. Box 5181, Terminal Annex, Denver, CO 80217.

GREENBERG'S Great Train, Dollhouse Miniature & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/239-2456; sales tables $20. Admission $4, under 12 free with adult. General information: Greenberg Publishing Co., Sykesville, MD 21784; 301/795-7447.

Pittsburgh, Pennsylvania, July 27-28, Pittsburgh Expo Mart.

Philadelphia, Pennsylvania, August 10-11, Philadelphia Civic Center.

Hauppauge, New York, July 20-21, Colonie Hill.

WHEELING, WEST VIRGINIA, July 27. B&O Depot Train Rally and Model Train Sales at the B&O Building, 1704 Market Street. 11am-6pm. Tables $10. Contact, Mary Frances Archey, College Square, Wheeling, WV 26003; 304/233-5900.

ATLANTA, GEORGIA, August 3. Southeastern Railroadiana Collector's 8th Annual Railroadiana/Model Train sale and trade show at Lanier Plaza Hotel and Conference Center, I-85 at Monroe Drive. 9am-4pm. Admission $2, kids 12 and under free. Tables $15. For details send large SSAE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

JACKSON, MISSISSIPPI, August 10. Illinois Central Historical Society 6th Annual Railrodiana Show & Sale at the Coliseum Ramada Inn, I-55 at High Street. 10am-4pm. Contact (SSAE, please): Dave Fraser, 205 Sundown Trail, Jackson, MS 39212; 601/371-0638.

ATLANTIC CITY, NEW JERSEY, August 17. Patcong Valley Society of Model Railroaders 4th Annual "Gambler's Extra" Train Meet, Show & Sale at Lions Blind Center, 300 Albany Avenue, 10am-4pm. Admission $2, kids under 12 free with adult, family max $4. Tables $10 in advance, $12 at door. Contact: Tom Brennan, 1534 Woodlynne Blvd., Linwood, NJ 08221; 609/927-3730 or Dick Schereck, 609/927-6048.

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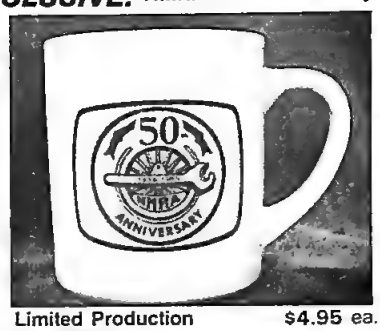

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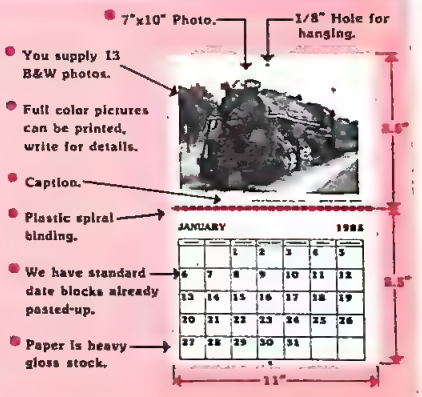

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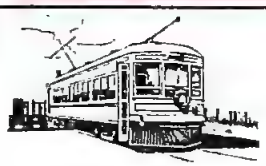

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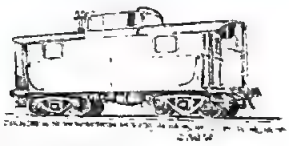

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Railroadiana

What's new?

The Hawk Mountain Chapter NRHS has just purchased an RS3 from the Black River & Western and is in the process of restoring it to its original CNJ green and yellow paint scheme to haul tourists out of Jim Thorpe, Pa., this summer. To help finance the project, they have produced four beautiful full-color "Laser Prints" on 13"×18" heavy stock. The prints are sold in two sets of two prints each, at a price of $11.00 per set, or all four prints for $20.00 (plus $2.50 postage and handling per order).

Set One features an A-B-A set of Lehigh Valley F7s at Lehighton, Pa., in 1969, and two-tone green Northern Pacific A-A-B-A F7/F9s on the *North Coast Limited* on Pipestone Pass in Montana in 1967. Set Two has an A-B-B-A set of Erie Lackawanna F7s at Beach Haven, Pa., in 1975, and the "Fabulous Four" Western Pacific F7s (orange and silver 913 in the lead) on Altamont Pass, Cal., in 1978. The sets may be ordered from: *Hawk Mountain R.H.S.*, Box 372, Allentown, PA 18105-0372.

The prolific Robert P. Olmsted has out another fine black & white photo book on Midwestern railroading entitled *Of Zephyrs and Commuters*, looking at the CB&Q and BN passenger trains in northern Illinois—and there are twelve color photos in this one, as well. Beginning with some shovel-nose Zephyrs and E5s, it works through the CB&Q E-units to the BN fleet that survives in commuter service today. Like rush hour at LaGrange, you get a barrage of wide-open EMDs in interesting photography and excellent reproduction. The book is $26.95 from *R.P. Olmsted*, 8280 Janes Ave., #44A-1700, Woodridge, IL 60517 (Ill. res. add 6% tax).

And just in time for your summer railfanning, Gary Sturm and Mark Landgraf have updated their popular *Compendium of American Railroad Radio Frequencies* and have added a plastic laminated cover for durability. This excellent list gives main line and short line railroad radio frequencies and their locations of useage, including transit systems, tourist railroads and industrials in the U.S. and Canada. It also lists railroads that do not have radios and has pages of general radio useage descriptions. The book is 60 pages and sells for $8.00 from: *Mark J. Landgraf*, 3 Coralberry Circle, Albany, NY 12203.

Ernest R. Goss is fond of mountain goats, and he has produced a three-dimensional ceramic sculpture of one in the famous Great Northern "Rocky" pose, used on the GN steam-era herald. The goat, on a rock-like base, measures 10" × 4" × 8" and sells for $35.00, postpaid, from *E. Goss Great Northern Sculptures*, 330 3rd Ave. West, Kalispell, MT 59901.

Jim Beam has introduced a new decanter in its railroad series, a wooden bay window/cupola combination that looks a whole lot more authentic after you've ingested its contents of 80 proof Kentucky Straight Bourbon Whisky. Also available in this popular collectors series is a water tank (refillable with your favorite elixer) and track bumpers to keep your collection from rolling off the mantle piece. See your local liquor store or write for details: Department RRA, P.O. Box 4042, Northbrook, IL 60065; Attn. Susan Knapp.

Pere Marquette Power is a new book by Tom Dixon and Art Million published by the C&O Historical Society. This excellent quality 244-page 8½" × 11" softcover includes photos, rosters and even painting diagrams of PM steam and diesel power, plus some interesting data on shops and engine facilities. The price is $23.95 postpaid from: *P.M. Power*, Dept. 17, 2450 Knobhill Drive, Dubuque, IA 52001.

Computer Game Review

"Train Dispatcher" computer video game, from *Signal Computer Consultants, Ltd.*, P.O. Box 18222, Pittsburgh, PA 15236. $24.95 for Commodore 64, Vic 20, Atari 800 or Atari 400 versions; $29.95 for Apple II, II+ and IIe version.

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This is a realistic and fascinating computer game that can be played just for fun or as a fast-moving, point-scoring challenge. It simulates a CTC system, where you are the dispatcher, responsible for 150 miles of single track with six passing sidings and a short section of double track. Depending on the level of play you choose (Visitor, Cub Dispatcher, Dispatcher, Chief Dispatcher or Trainmaster), you must handle between eight and twelve trains. The goal is to get these trains over the division and into the yards by the end of your eight-hour trick. A "fast time" clock ticks off the eight hours in 15 to 30 minutes, the faster times at the higher skill levels. The scoring is based on the number of trains reaching their terminals, their average speed, the mileage traveled and how much of your eight hours is left after all trains are yarded.

At the start of your trick there are two eastbound and two westbound trains on the division, all of them stopped, since no signals are cleared. You must begin routing the trains toward their terminals.

To do this you call up several displays. The most important one is a CTC BOARD covering the entire division, showing all trains and their direction of travel, and indicating how switches are lined and signals set. To clear one of the 20 blocks, you press a key to display a close-up view of the block, and then press two more keys to clear the appropriate signal. Throwing a switch is similar.

There's also a TRAIN SHEET display which lists each train's location and speed, the time it will enter the next block, and when it will stop to change crews. A BLOCK PERMITS display shows when and for how long each block will be taken out of service for maintenance. You don't really need all this information to play for fun, but you do if you're after a high score. For example, you should send a train into a siding if it's due for a crew change, so the main line won't be tied up.

The game comes in versions to fit many popular home computers. The Apple version, which I tested, comes with a floppy disk (tape versions are also available for some computers), a well-written instruction manual, and a template which fits over the keyboard and shows which keys to use. The designers recommend a color monitor for best results, since the displays use five different colors, but my Apple IIe only has a monochrome (green on black) screen. No problem. An unoccupied track appears as a solid line, which changes to a dotted line with a single arrowhead when it is cleared and a double arrowhead when it's occupied. It was very easy to get used to the single color.

There's plenty of realistic railroad operation in this game. You can't throw a switch under a train or if the signal ahead has been cleared. If two trains are sent toward each other on single track, they will simply stop (Amtrak take note!). The blocks vary in length from one to 23 miles, with the single track sections being the longest. Clearing one block ahead of a train allows it to move at 25 miles an hour; clearing two or more blocks lets it do 50. When a train enters a block the computer beeps (home computers don't have bells like Union Switch & Signal machines do), and a "burp" tells you a crew change or block permit is going into effect. The crew changes, which stop the train for 30 minutes no matter where it is, and the block permits, which take a track section out of service for up to an hour, add variety to the operation.

There are a few weak spots. The game always begins with the same trains in the same blocks, and you soon learn to start by clearing signal 2L in block D, signal 4R in block I, and so forth. There's no way to stop a train and back it up if you realize you've made an error (although you can cancel a clear signal if the train hasn't yet taken it). It took a while to get accustomed to using the Apple's "\" key instead of "Return." And the manual doesn't tell you to keep the "Caps Lock" key down. Real dispatchers have to contend with more than just crew changes and trackwork; perhaps in future versions the designers could add such things as hotboxes, derailments, equipment breakdowns or some First Class trains with higher speed limits.

I've had a lot of fun with this game. It's easy to learn yet a challenge to master. I've played it for fun and I've played it to score. Each way is enjoyable in its own right. You can simply have fun trying to get the trains by each other and into the yards, or you can seriously attempt to score as many points as possible through efficient operation. At the higher levels of skill you need a lot of coordination and good decision-making, using information from all the displays, to get all the trains over the line. This is not a game that will be quickly mastered and then become boring.

Playing this game has given me more respect for the railroad dispatcher. I realize how difficult his job is when all he has to guide him as a CTC board, and not the actual trains moving in front of him. Of course, the real dispatcher has more time to make decisions—but he doesn't have the luxury of a "Pause" key that stops the entire division until he decides!—DAVID A. ACKERMAN.

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Traction Publications **by Joe L. Diaz**

THE KEY ROUTE, Part One, subtitled *Transbay Commuting by Train & Ferry*, Interurban Special 95, by Harre Demoro, is an outstanding 166-page 8½" × 11" hardbound with an attractive color dust cover. The author has the knowledge—through experience and research—and the feel for the Key System, its history and operation over the years. You will find this a marvelous look back at both the interurban and local traction scene in the East Bay.

At the turn of the century, the East Bay, across from San Francisco, was sparsely settled and wide open for development. It was to be the San Francisco, Oakland & San Jose Railway, the Key Route, that would be the moving force. This book tells of the growth of the interurban system, the ferries and the local street railway operations. The author has drawn from several sources to present a marvelous array of some 200 rare and historic photographs. Good understanding of their value and careful attention to reproduction add to our pleasure. There is good coverage of the ferry boats and several excellent pull-out track maps, including a two-page system route map with good detail. This outstanding quality volume is available at $31.95 plus $1.50 postage and handling from *Interurban Press*, P. O. Box 6444, Glendale, CA 91205.

WHEN EASTERN MICHIGAN RODE THE RAILS, Interurban Special 94 by Jack E. Schramm, William H. Henning and Richard R. Andrews, is a most interesting 198-page, 8½" × 11" hardbound book, a detailed illustrated history of the Detroit United Lines. The Interurban lines radiating northward from Detroit had origins intertwined with the local street railway operations. After 1900 the lines to Royal Oak, Birmingham, Flint and Pontiac were under the control of the Everett-Moore Syndicate, who made extensive improvements to the system.

Despite early extensions and improvements in service and equipment, the system never became financially sound. Constant hostility from the Detroit city government, the early rise of unrestricted motor bus competition and (of no small consequence) the proliferation of paved roads and the private automobile, brought about the early abandonment of both the interurban and city car operations. The last interurban ran in May 1934. Most of the system had been abandoned several years previously, and even the modernized Flint city car system went out in 1936.

A great deal of research has gone into this volume, and the extensive collection of early photographs is outstanding, particularly when the time span is considered! In addition to well over 300 photographs, there are maps, timetables, tickets, etc. A detailed equipment roster with notes is provided, along with a list of significant dates in the operational history, a brief bibliography and an index. A very interesting and worthwhile book for $29.95 plus $1.50 postage and handling from *Interurban Press*, P. O. Box 6444, Glendale, CA 91205.

SPIRIT OF THE SOUTH SHORE, by William A. Raia, is an 80-page, 11" × 8½" softcover with attractive color covers. The author has been photographing the South Shore Line for nearly 20 years and has presented a most attractive look at the railroad and its operation. We view the line from its Randolph Street Chicago terminal through to South Bend showing all the types of equipment, passenger and freight. The over 150 photos are all of good interest and reproduction. Included is an accurate equipment roster, detailing all of the equipment acquired and used from 1926 to the present. An additional 30 photos illustrate the roster section.

This is a fascinating view of a most interesting subject at a very reasonable price. It is available for $11.95 plus $1.25 postage from *Heimburger House Publishing*, 310 Lathrop Ave., River Forest, IL 60305.

Book Reviews

Chesapeake & Ohio: Superpower to Diesels, by Thomas W. Dixon, Jr. 130 8½" × 11" pages, softcover. Published by *Carstens Publications*, P.O. Box 700, Newton, NJ 07860. $15.95.

The Chesapeake & Ohio has an avid and active following and one of the best "historical & techincal" societies in the hobby, thanks in no small measure to the energies of Tom Dixon, founder and current president of the C&OHS. He now has out a new book on the C&O that is a relaxed introduction to the road, consisting of an easy mix of text and photos, all of top quality. The layout is conservative but pleasing, and the photo reproduction is excellent. The images presented are unusually interesting and varied with plenty of action and atmosphere.

The book begins with a brief history of the C&O followed by an overview of its motive power in the late steam/early diesel era and then launches into a description of the road itself, organized geographically. Each chapter has an initial text, which although quite "meaty," tends to introduce the photos, with the bulk of the information carried in the extensive and intelligent captions.

Starting at Newport News, Virginia, the book follows the "main stem" inland to Russell, Kentucky, and then on into Ohio, Illinois and Michigan, wrapping up with a summary of the Pere Marquette. Along the way are brief diversions up branch and secondary lines. Because of the scope of the subject matter covered, some of the material is frustratingly brief, particularly in the coalfields—though a couple of views of working mines illustrate why this country has so much rail-fan appeal. The motive power shown is almost exclusively mid-1940s to mid-1950s, with all types of steam from switchers to Alleghenies, and diesel limited to the first-generation classics with lots of Es, Fs and Geeps. You'll find an AS616 and RS1, but not a chop-nose in the bunch.

My only real criticism is in regard to maps. While the back cover does have a readable timetable map, a geographically-organized book like this one could use some more detailed maps, especially where the branch lines are concerned. Unfortunately, this failing is shared by many books in the field.

One could only wish that this book were about twice as big, to permit the rest of the railroad the quality of coverage it shows on the Virginia/West Virginia main lines. Anyone who reads this book will come away with a better understanding of what the C&O

was all about in the "Glory Years." Compared to the majority of pictorials on specific railroads that have been published recently, this one sets a new standard for excellence. For $15.95, it is a great bargain—ALAN PARKER.

Videos

"The Glory Machines," by Herron Rail Services, 2016 N. Village Ave., Tampa, FL 33612. VHS or Beta II videocassette, 64 minutes. $69.95 postpaid.

If you're a serious fan of the U.S. rail scene of the mid-1940s through the mid-'50s, particularly the Northeast—and especially the Anthracite roads—then fasten your seat belts for this one! It is a collection of vintage 16mm footage—photographer unknown—rescued from an estate in St. Petersburg, Florida, as it was about to be thrown away. The film was edited and then color-enhanced on a computer-controlled Rank laser machine to minimize the effects of aging. It was quite an effort on some superb subject matter. Most of the work is in full color, though some high-quality black & white is included.

After a bit of ticky-tacky intro, it gets off to a roaring start at Harmon on the NYC, with beautiful action shots of streamlined Hudsons, third rail electrics and conventional steam power in the station and out on the line.

A brief clip of the MEC in steam gives way to a knockout color sequence of a troop train pulled by steam on the L&NE, followed by a perfect A-B-A lashup of shiny new FAs.

Next comes a series of Pennsy M1s, I1s and K4s on Horseshoe curve and across Rockville bridge. On to the New Haven, with GE double-enders, "American Flyer" coaches and pinstripe FAs fresh from Schenectady.

How about a five minute sequence in living color of DL&W 4-8-4s and Hudsons racing the varnish back and forth over the Delaware River viaduct in both spring and winter scenes, followed by a brand-new *Phoebe Snow* behind shiny F3s? Throw in a Saturday afternoon at the Scranton, Pa., shops at the height of steam for good measure!

If all that isn't enough, there's great Reading footage of steam and diesel, including the *rare* 2-8-8-0 helpers in action, new RS3s, green/gold/black FP7s and much more.

The CNJ gets into the act beautifully with a *Blue Comet* Pacific tearing over the rails in western New Jersey, along with great shots of the pool passenger services in and around Reading, Pa.

After about 40 breath-taking minutes of this, we then see a series of cameo shots, all in the same time setting, of N&W, Virginian, EBT, Southern, PM, Milwaukee, C&NW, CB&Q, MP, MKT, RI, D&SL, RGS, V&T and Frisco. All steam and first-generation diesel, of course, and showing such noteworthies as the original *Denver Zephyr* and Virginian's side-rod electrics.

Not to let us get too dazzled with the above parade, they slow down with some in-depth coverage of SP, including the big cab-forwards and *Daylight* 4-8-4s, and of UP, in which the obligatory Big Boy shots are completely upstaged by an action sequence starring the rarely seen M-10000 and its sparkling new train. Santa Fe chimes in with

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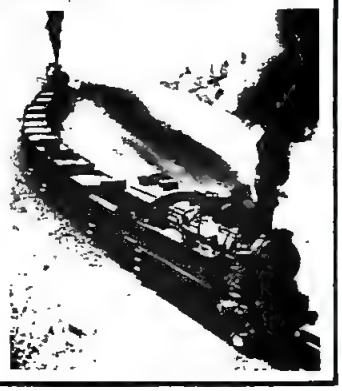

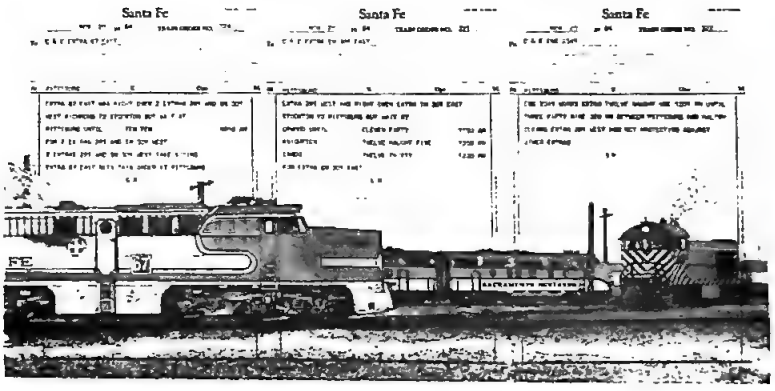

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action on both Tehachapi and Cajon in steam and diesel.

One of the more remarkable subjects on this tape is the narrow gauge 4-6-0 on the East Tennessee & Western North Carolina, working a freight train and filmed from a gondola ahead of the caboose. You ride through a covered bridge and watch the Victorian Ten-Wheeler switching at the end of the line.

The tape is narrated by Ralph Morse, a professional with a voice right out of the 1940s, and his narration has that phony bravado of wartime newsreels. What he has to say ranges from genuinely informative to incredibly simple-minded. But along with pleasant and appropriate music, he keeps the tape moving along nicely. Many of the train sequences get dubbed sound, and you quickly forget that you're watching silent footage.

All in all, this has to be one of the all-time great collages of the era, and a real collector's item. The quality of the original photography is superb. Though there is evidence of deterioration in a few spots, the overall reproduction is surprisingly good and in many places could be mistaken for brand-new. Five stars—great by any standard—AL DI CENSO and WALT GROSSELFINGER

We'd like you to meet...

Rails After Dark

It was the occasion of the retirement of N.J. Transit's GG1s in October 1983 that brought together Howard Pincus, Bob Hart and Al Papp to form the enterprise they call "Rails After Dark." Howard and Al, longtime friends, met Bob while doing night photos of the red GG1 4877 at South Amboy (March 1984 R&R, page 51).

Al, a rabid DL&W fan, recognized that the steam-era DL&W m.u.s would be the next to face extinction and suggested the three work together to produce some significant photography before the end. Inspired by the synchronized flash work of O. Winston Link, in early 1984 they put together a battery-capacitor synch flash system, with the assistance of fellow railfan George Kelcec, and in late February began shooting the DL&W m.u.s on the weekends. There were many bugs in the system—such as having a ten-bulb line fire a half-minute before train time—but they were quickly worked out.

Bob Hart took on the job of setting up most of the lighting—to illuminate up to a city block with "big" screw-base flashbulbs—while Howard took care of the cameras and darkroom work. Most of the photos were taken with a 4×5 Speed Graphic, 135mm lens and Ilford HP-5 film. A Pentax 6×7 was used for some shots, and 35mm "back-ups" were usually set up as well. Each shot would take two to three hours to set up, as virtually every "light" seen in any photo is a flashbulb, even though it looks like a normal platform or street light. Some shots took as much as five hours to execute. As all were working full time "regular" jobs in the daytime, this became a very intensive effort, especially in the spring and summer when only the last trains of the rush hour were running after dark.

Al Papp's role in the night work was liaison with N.J. Transit officials, in making the necessary arrangements for each night's "shoot." The cooperation of N.J. Transit personnel, from General Manager Alan Dustin right down to the train crews and towermen,

"RAILS AFTER DARK" team celebrates the last run of the DL&W m.u.s at Dover, N.J., on August 24, 1984. From left to right are Al Papp, Bob Hart, Jr., and Howard Pincus.

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was wonderful. Recognizing the professional way Rails After Dark was pursuing their task, N.J. Transit allowed them almost unlimited access to the railroad, and in return RAD kept their interference with rail operations to an absolute minimum.

The evidence of their success is shown on pages 30-37 of this issue. Now that RAD has their equipment together and de-bugged, they are seeking other subjects to document—like O. Winston Link, their preferred object will be the inherent drama of steam at night.

Howard Pincus

Born in New York City in 1952, Howard moved to Montvale, N.J. in 1956 and grew up there, not far from the Erie's NY&NJ line with its RS3s and Stillwell coaches. Excursions in the early 1960s to Strasburg, East Broad Top and Reading 4-8-4s began his fascination with steam, and by 1966 he had moved back to New York and developed an interest in photography. He used a 4×5 Speed Graphic for black & white and began doing his own darkroom work. A move to suburban Westchester County and a driver's license widened his rail vistas and train chasing capabilities. After high school he got a photographer's job on the local Gannett newspapers and attended college in New Hampshire, only 45 minutes from Steamtown.

In 1975 he started a commercial photo studio in New York City with a railfan friend, the late Brian Lavey. They did advertising and editorial work and even shot a cover for *Time* Magazine in 1976. The studio split up in 1980, and Howard turned briefly to railroading, supervising the passenger car rebuild in Hagerstown, Md., for the Chessie Steam Special. After that, he returned to New York and went into the heating and air conditioning business.

Howard married Catherine Crean in 1982, a technical sales rep for a "Route 128" high tech company. They now live in New Rochelle, N.Y., with three cats. Catherine is very tolerant of Howard's photo and railfanning activities, and that includes the whole family—Howard's darkroom is in his mother-in-law's house! Howard has been active since 1971 with the Valley Railroad in Essex, Conn., where he is a qualified steam fireman and a director of the museum.

Albert L. Papp, Jr.

One day in the late 1940s, or early '50s, Al Papp and his father were at one of their favorite train-watching locations on the Pennsylvania Railroad main line just west of Newark, N.J. It was time for the westbound *Broadway*, but instead of a GG1 this day the train had a unique big steam locomotive as it came hissing past—Al recognized from his Lionel catalog that this was the 6-8-6 steam turbine!

Born in 1942, Al grew up in Maplewood, N.J., and has been a fan of the DL&W since its steam days. His high school librarian had a railroad club, and she would take ten or 20 students on various excursions in the late 1950s sponsored by the New York Railroad Enthusiasts—Al joined the RRE in 1959 and is a member to this day. His connection with the DL&W traces back to days after high school classes that he would spend in the now-demolished South Orange Yard Tower where operator Dave Kinner taught him to operate the plant, handling m.u.s into the yard during the evening rush.

Al managed to tag steam on the N&W and in Canada, along with Reading Rambles and tourist roads. The early 1960s were spent in college—Newark College of Engineering and RPI in Troy, N.Y. From 1966 to 1970 he was an electronics officer in the Air Force at Sacramento, California, where he became acquainted with such things as SP hydraulics and PAs, which went right past his window at McClellan Air Force Base.

Upon release from active duty (he remains a major in the Air Force Reserve), Al returned to New Jersey and became an assistant engineer and economic analyst for Public Service Electric & Gas. Since 1975 he has held positions with various Wall Street firms analyzing electric utilities—particularly nuclear plants. He is presently with Moody's Investor Service, rating utility fixed-income obligations (bonds, preferred stocks and pollution control issues.)

In recent years Al has been active in the Lackawanna Coalition, a commuters group for the Morris & Essex lines, as a member of the executive committee and chairman of the

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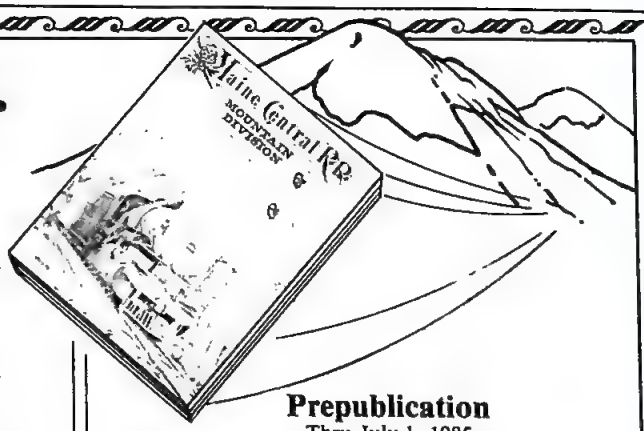

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ATTENTION PHOTOGRAPHERS: Were you lucky enough to see ACE's C&O 4-8-4 614T during its test runs on the C&O in January 1985? Then you could be a candidate for the American Coal Enterprises and Railfan & Railroad Magazine 614T Photo Contest. It is open to any black & white prints, color prints or color slides of the 614T taken since November 1, 1984, during preparations at the WM Hagerstown shop, the ferry move to West Virginia, the January 1985 test runs or the ferry move return to Hagerstown. All submissions become property of American Coal Enterprises, so keep duplicates of your slide entries (you may enter originals or duplicates). See rules below. Contest closes August 31, 1985.

OFFICIAL CONTEST RULES

1. The subject of the photos must be ACE 614T, its crew or its train, taken between November 1, 1984, and February 10, 1985.
2. The contest will have two Classes: Black & White and Color. Each Class will consist of three Categories: Action, Human Interest and Night.
3. There will be a $400 Grand Prize for the best photo in each Class. Additionally, there will be a $150 First Prize, $50 Second Prize and five Honorable Mention winners in each Category in each Class.
4. Black & white and color prints must be 8″×10″, 8″×12″ or 11″×14″ glossy, preferably with at least 1/4″ borders; the picture image may be cropped and does not necessarily have to fill the entire paper.
5. Both transparencies (slides) and prints will be judged together in the Color Class. 35mm transparencies should be in standard 2×2 cardboard mounts; 2¼″ or 4×5 should be in protective sleeves.
6. Each entry must be accompanied by a copy of the Official Entry Form (below), which may be cut from the magazine or a photocopy. Enter as many times as you like, but have a form for each print or slide.
7. Judges for the contest will be Ross E. Rowland, Jr., founder of American Coal Enterprises; Ralph G. Weisinger, president of 1776 Productions; Harold H. Carstens, publisher; Jim Boyd, editor; and Walter C. Lankenau, contributing editor of RAILFAN & RAILROAD. The decision of the judges is final. Contest void where prohibited.
8. Winners will be notified by mail. A list of all winners and a selection of winning photos will be published in RAILFAN & RAILROAD.
9. The Grand Prize winners will be given a cab ride during a future operation of the 614. Transportation to the excursion site is not included, but the winners will ride the train as guests of ACE.
10. ALL ENTRIES WILL BECOME THE PROPERTY OF AMERICAN COAL ENTERPRISES AND WILL NOT BE RETURNED. Paid employees of American Coal Enterprises and Carstens Publications are not eligible to enter the contest.

ENTER NOW: CONTEST CLOSES AUGUST 31, 1985

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This form or a photocopy of same must accompany each photo entered in the contest. Enter as many times as you wish, but only one photo per form, please.

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schedule revision committee. It was through these activities that he has the contacts within N.J. Transit to elicit the agency's cooperation with the Rails After Dark photography project.

Bob Hart, Jr.

"Bob Junior" came by his railfan interests naturally, as his namesake father is an avid railfan and expert photographer. Bob was born in Hyannis, Mass., in 1955 and moved shortly thereafter with the family to northern New Jersey. As he recalls, "My first railroad memories go back to 1960 when my father would take me along on the Reading Rambles behind T-1 4-8-4s. In the mid-'60s we would take many trips to Horseshoe Curve and stop on the return leg to ride and explore the East Broad Top narrow gauge. This combination gave me a love for the mountains, mixed consists of diesels, helpers and narrow gauge."

After graduating from high school in 1973, he went to work for the U.S. Postal Service in Summit, N.J. Since the Summit post office is right next to the DL&W main line, he had plenty of opportunity to watch and photograph the m.u.s.

Bob presently uses a Pentax MX with a motor drive and a 35-70mm lens as his basic outfit, with another MX body and an assortment of lenses for variety. Although he is a serious photographer and enjoys daytime work very much, it is the night photography that he finds the most rewarding "because of the challenges involved in getting any good shot." His personal favorites include E and F units, Pennsy M-1s and Pullman heavyweights, plus, of course, the East Broad Top. He is a member of two local NRHS chapters and the Friends of the EBT, a non-profit group working to help preserve the unique narrow gauge line.

Charles P. Burton II

"Sandy" Burton, author of the article on the Lake Superior & Ishpeming, was born in Naperville, Ill., in April 1935. Living only a couple of blocks from the CB&Q main line obviously had an impact on his development, as he observes, "My mother claimed that the first word I uttered was 'train,' and when she didn't know where I was, the first place she would look was at the cut just east of the Naperville depot."

His family moved to the Washington, D.C., suburbs shortly after the out-break of World War II, and he grew up in relative isolation from railroading—though his father introduced him to HO modeling in his teens. During his college years at Cornell, where he met

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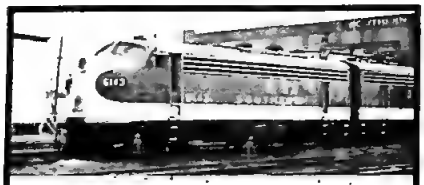

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wife Barbara, his railroading was dormant. "I never once went down to the Lehigh Valley depot at Ithaca to look at the PAs."

Once he graduated and got a job and a home, the modeling interest revived. This later led to his becoming involved in railfanning. As he was photographing some old wooden passenger cars for modeling purposes in Rutland, Vermont, in 1972, a railfan arrived to photograph the mid-day arrivals of the D&H, Vermont Railway and Green Mountain. "It looked like fun, so I tried a couple of shots with my box camera. I was hooked. I decided it was time to learn how to use the Nikon F that I had inherited from an uncle a couple of years before."

By then Sandy was living in Bergen County, New Jersey, with the Erie Lackawanna a few hundred feet from his back door. The EL became his railroad of choice, with the D&H, L&HR, NYS&W and LV also becoming favorites—the coming of Conrail was not welcomed. Sandy was a charter member of the Bergen-Rockland Chapter NRHS and began a monthly column for their newsletter. He has since become a regular contributor to *Railpace* Newsmagazine and has had several photos in R&R.

Beginning with that inherited Nikon, Sandy taught himself photography, and he currently uses three Nikons (an F, FM and FM-2), shooting Kodachrome 64 and Plus-X. He has done considerable night work with Preston Cook, Win Cuisinier and Jim Boyd.

Sandy observes, "Being the only male in the family—Barb and I have three daughters—has somewhat limited my railfanning on occasion. However, I discovered a couple of tricks for keeping peace in the family and still getting my pictures. When on vacation, stay at a motel with a swimming pool and go out in the morning while letting the rest of the family sleep in." All of Sandy's girls have taken photography courses in school, and the youngest, Judi, has had several photos in *Railpace*. Until 1984, wife Barbara had been a tolerant spectator, but on the Michigan trip which resulted in the LS&I article, she began shooting some of the black and white.

Sandy has been employed with AT&T-Communications for over 25 years in a variety of assignments, most of which involved data processing. He currently manages a group of systems analysts. Barb keeps busy as a one-person cafeteria staff at a local elementary school (he notes, "It's a small school.") Both are actively involved in their church, and now living in rural western New Jersey, they also do a big of gardening—"Barb does the flowers and I do the vegetables. And I still try to get in a weekly game of softball during the summer."

"With our daughters now grown, we plan to see more of the country, combining sightseeing and railfanning. Barb even suggested that we take a cross-country train ride this summer. I'll make a railfan out of her yet."

Camera Bag

BY JIM BOYD

Continuing education

At the rate that I keep learning things, it's amazing that I was ever able to take a picture. Since acquiring a Nikon FM-2 about a year ago, I've been watching exposures closer than ever—a function of that camera's extremely accurate metering system with a 1/6th-stop LED readout. But a light meter is still just a light meter, an electronic idiot that assumes what you point it at is supposed to be medium gray, so even the most accurate meter is only as good as the photographer using it (I won't get into the fully automatic "program" systems at this point).

I was told in photography school many years ago that "a pro is someone who knows his equipment and how to use it." That's very true, and I've encountered a few examples of that recently. I know July is a goofy time to be talking about photographing against snow, but every year I have to relearn the lesson, so while it's fresh in mind, indulge me.

The task of photographing the ACE test runs of 614T in West Virginia in January (covered in this and our May issue) was about as challenging as anything I've done in recent years. The first few days were easy, be-

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Atlantic Coast Line's big 1800 class 4-8-4 takes orders on the fly as it rolls past a small station somewhere down South. These, the South's biggest passenger locomotives, were famous for hauling the varnish such as the "Florida Special" and the "Havanna Special" to name a few.

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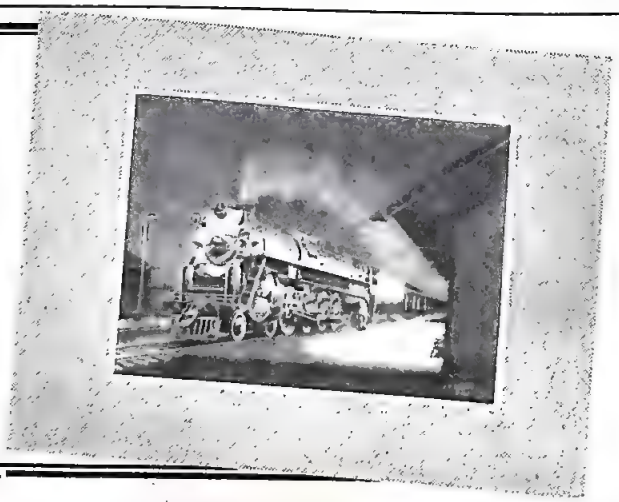

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cause we were dealing with only overcast weather and dismal snowless winter surroundings. Since the locomotive and countryside were about equally dark, it was simply a matter of using fast film and believing the light meter. Then came the snow.

But first, let me address the matter of "fast film." The valleys of West Virginia can get about as dark in the winter as any place this side of the Arctic Circle. Knowing this in advance, in addition to my usual Kodachrome 64 and Plus X, I packed along lots of Tri X and a few "emergency rolls" of Ektachrome 400—I intentionally passed over any a.s.a. 100 or 200 slide film, figuring that if I was going to give up Kodachrome quality, I may as well *really* gain some speed in return. The decision was a good one, for on the first day of coal train work, I used two rolls of the Ektachrome 400 with pretty decent results.

Following the light meter religiously, the resulting slides are bright and detailed, with only a little coarse color contrasty "blocking up" to indicate that this wasn't Kodachrome. The action with the 614T was awesome, but the visuals left a lot to be desired in the bleak winter scenery and heavily overcast weather. The Ektachrome 400—and Tri X also at 400—permitted shutter speeds in the 1/500th or 1/250th range while keeping the f-stops at f4 or better. The slides make a good show, and I don't have to apologize for dark, underexposed photos by saying "of course, the weather was awful."

But, as I said, then came the snow. Now we had a dark and slightly weathered 4-8-4 and a dark train against a stark white background, all under more overcast skies. The light meter said we were at nearly full daylight exposures. That was simply impossible. Snow reflects light, it does not create it. Snow also fools light meters.

Remember, a light meter thinks that what you are pointing it at is medium gray. Snow is white, not medium gray. Thus you cannot take your meter reading off the snow, or you'll be at least two stops underexposed. If you doubt this, take a picture of a snow scene in overcast weather using the meter to read off the snow—the resulting slide will be drab and underexposed, with the snow rendered a medium gray and everything else darker. (So this is July, try it off a white sand beach or the deck of a swimming pool, the effect will be the same.)

While chasing the 614T in the snow, I had to take my light meter readings off of snowless dark objects, like the buildings at Thurmond, the slushy middle of the blacktop

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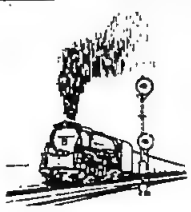

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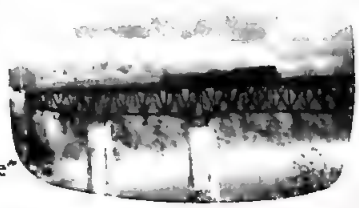

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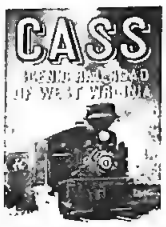

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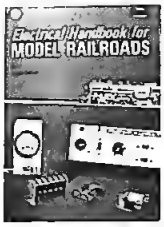

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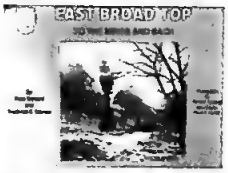

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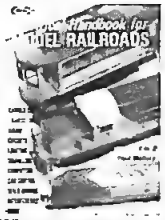

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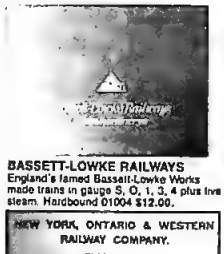

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roads or dark wooded hillsides. Even then, there was enough snow to occasionally fake out the meter. Some fans carry a "gray card," which is the standard meter reference, and others use their coat or the back of their hand for a reading. Whatever the method, the secret to working an overcast snow scene is to *be aware* that the snow will throw your meter off and concentrate on taking readings off snowless areas. Obviously, don't use any camera—particularly a movie camera—on "automatic" when shooting against snow. Calculate the correct exposure by metering off a dark subject and manually set your camera.

Snow scenes in sunshine—very rare in the 614T experience—require the same attention, but the solution is a little easier. Since sun and blue sky will add snap, color and contrast to even the most dreary scene (see page two of the May 1985 issue), the exposure is less critical, and a snow/meter-induced underexposure may simply look "rich." If you go with normal "full daylight" exposures against snow, you'll usually be okay, for the snow will appear naturally bright and maybe a bit overexposed, but your train subject and its surrounding trees or buildings will look just fine. The reflectivity of the snow will open up the shadows, and you might want to go down maybe a half stop to compensate, but remember that the winter sun is lower in the sky and at most times of the day is about a half stop less intense that in the spring, summer and fall. The snow gives you that half stop, but the low sun takes it away. The result, something quite close to "full bright daylight" on a sunlit snow scene. With a little practice you can fine tune your snow shooting techniques to give you the exposures that you judge to be desirable. Don't overlook that word "judge." What I think is underexposed, you might consider dramatic or rich, and what I call bright you might deem overexposed. Just be aware that you have to "think snow" before photographing in it.

Isn't July a great time for this advice? Well, there were a couple of other things that happened recently that may be more timely. First, just before the 614T trips, I had to develop some black & white for the March issue and discovered that we were completely out of Microdol X developer. Since I couldn't take time on that Sunday to find an open mall and needed the negatives to finish the issue, I borrowed a jug of D-76 that Walt Lankenau uses in his moonlight job as a photographer for the local newspaper.

Amazing! Those negs developed in D-76 diluted 1:1 had a richness and snap that I haven't seen in almost 20 years of using Microdol X. Being a believer in "learn it and stick with it," I used nothing but Microdol in all those years and tried nothing else. I never realized how thin and flat my negatives were—really decent prints on even a slight underexposure would have me in the #3 or #4 filter range when printing with Polycontrast paper. Normal exposure with D-76 1:1 gives strong negatives with good contrast and no more grain than I've been getting with Microdol (making 8×10 glossies for magazine halftone reproduction is not too critical when it comes to grain, anyhow). So now I've switched to D-76, and the 614T stuff confirms that it was a good move—the end result isn't much different than I've been getting all along, but the printing is easier and less critical.

And finally something about knowing your equipment. I made two visits to the 614T operation, and the thing that impressed me most about the first trip was the combination of sight and sound. I'd gotten my news photos for the magazine and slides to impress my friends, but I hadn't captured the sight *and sound*.

For the second trip, I borrowed Mike Rudinsky's Chinon 507sXL Super-8 sound movie camera, which I'd used quite successfully on a couple of earlier occasions. The shooting went very well, using the movie camera on a tripod on runbys and hand-held for side-by-side pacing. I used up six rolls of film in four days.

But I had two problems. One roll of film that was loaded while driving the car—the camera uses "drop-in" cartridges—got torn in the gate as it was loaded. Though the camera sounded normal and the counter worked, the film never moved through the gate. Lesson: Be careful loading even an "idiot" camera. Fortunately, I was able reshoot the lost subject matter two days later; such were the benefits of six-day-a-week operation.

The other problem was the microphone for the sound. It displayed two nasty habits I hadn't encountered before. First, it was a *lot* more sensitive to wind noise than I remembered, and a distressing amount of stack talk is blotted out by a booming wind.

Aware that this might be a problem, I had taken some precautions in the field. On particularly windy occasions, I put a cotton glove over the mic, and that minimized the wind noise. But during some of the pacing from the car, I folded the mic boom up at about a 60° angle to keep it inside the car and not sticking directly out into the windstream. This seemed to work fine, and I did it on a number of runbys, too, rather than extending the boom all the way straight out in front of the camera.

The camera has a test light on the sound system, and I checked it often to be sure the sound was picking up—I didn't have a sound monitoring earphone. I never did check it with the boom folded up, however, and when I got my film back I was stunned to find out that folding the boom turns off the mic (I don't know whether it's designed that way or if there's a loose wire). See what I mean by "knowing your equipment."

Oh well, I only lost about a quarter of the sound, and by manually handling the exposures, I got some fine images, including some of the best side-by-side pacing I've ever done. I plan to dub appropriate sound onto the silent segments, and that ought to be worth a CAMERA BAG column in a future issues. My education continues.

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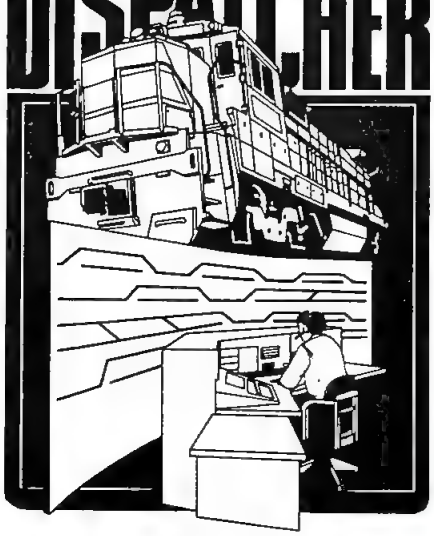

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Transit Currents

Atlanta expands

There are a number of really fine mass transit systems in the United States. Atlanta's would be right at the top of the list with an absolutely first rate bus system and an expanding rapid transit system that is second to none in the quality of its service and in its superb rolling stock. Just before Christmas 1984, the Atlanta rail system was extended to the north. Neill Herring sent pictures and an interesting letter discussing the extension and the impact of MARTA on the Atlanta Metropolitan Area.

The line opening, of course, was well handled by MARTA, which used its traditional free days to introduce the extension of the line north to Lenox and Brookhaven. Crowds in excess of 150,000 persons passed through the turnstile on this day. After its opening, the ridership on the north line has exhibited very substantial growth because the rails penetrate into the area of greatest population growth in the Atlanta metropolitan area. The extension to the south brought the rapid transit line close to the airport, and regular shuttle bus service is now offered by MARTA from the end of the rail line to Atlanta Hartsfield Airport.

The deed was done beginning at noon, December 15, when the Lindbergh Center, Lennox and Brookhaven Stations were added to the north line and Oakland City and Lakewood/Ft. McPherson Stations were added to the south line. The MARTA rail rapid transit system now has 25 miles of track and 25 stations; 1988 is the target date to run the entire north-south line from Doraville to the airport. The beauty of the MARTA system is the enormous number of bus routes that feed into each station. The Route 300 Airport Express bus is, for example, only one of 15 bus routes that radiate out from Lakewood/Ft. McPherson rail station.

Mr. Herring makes a good point that the eventual completion of the north-south line should provide an enormous growth in rapid transit traffic because the affluent northern suburbs are good customers for the airport, which is located way on the south side of Atlanta. Moreover, the airport itself is the largest concentration of employment in the southeast U.S. and is a major traffic generator for travel by employees, apart from travelers using the airport. In Mr. Herring's opinion, MARTA is politically almost as strong in the Atlanta area as is the Baptist church! This is a testimony to good management and the amazing cleanliness of stations, trains and buses. Correspondent Herring believes that there will be some expansion of rapid transit once the basic rail system is in place. He feels that light rail might make sense in several corridors; however, with the strong local support for heavy rapid transit, eventual additions to the system may continue to be constructed as heavy rapid transit.

Surviving Public Service trolleys

The item on the Newark trolley subway that appeared in the March 1985, TRANSIT CURRENTS inspired Dave Phraner to send a letter concerning the number of survivors of the Public Service trolley fleet. According to Dave's unofficial count, he estimates that Public Service had about 5,000 cars; three have survived. No. 2431 is a 12-window, monitor-roof car, which according to Dave is at the Shore Line Trolley Museum. This car has been partially restored, with its platform now succumbing to structural rebuilding. It is basically operable.

The second survivor is No. 2652, a 14-window, "compromise" or "P.S. Roof" car and is privately owned. It is located on the Black River & Western Railroad at Ringoes, New Jersey. It is only a carbody, but traction apparatus has been assembled in order to make it operable, and the car body exterior has been restored. Work is proceeding on the interior. Evidently, Doug Eldridge, who was quoted in the March item, is correct in that No. 5223 which he saw in action is an altered survivor of the 2600-2700 series P.S. fleet. Dave Phraner feels this is a sister car to 2652 and has been cut down for use as a flatcar and bears little resemblance to its origianl revenue purpose. Thanks, Dave!

South Shore wreck

The bitter cold that gripped northwestern Indiana over the weekend of January 19-20, 1985, bore the seeds of a major wreck on the Chicago South Shore & South Bend Railroad. Saturday, January 19th, saw the temperatures plummet, and the South Shore catenary went down at Buchanan Street in Gary, a point to the west of the station; the catenary also went down to the east of the station. This was a break of the whole catenary structure, not just the trolley wire. Because of the record-breaking low temperatures and the vicious winds of Sunday, the 20th, repairs were very difficult. On the 21st, while repair work was taking place on the westbound main line of the double track section between Kensington, Ill., and Gary, the South Shore was running both east and westbound trains on the eastbound main. The catenary was still down there, but the trains would build up speed, lower their pantographs and coast under the break in the wire.

On the evening of January 21, South Shore No. 123, the 5:58 train from Randolph Street to Michigan City, was supposed to wait at Clark Road until the 6:50 train departing from Gary, No. 218, had crossed over to the westbound main line at Clark Road. The motorman did not wait, and 123 continued east from Clark Road. At the slight curve at Mad-

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

northward

ison Street on new embankment for the new station and grade separation in downtown Gary, the two trains met head-on. Car 17, which headed up the eastbound train, and car 26, which headed up the westbound train, actually coupled a fraction of a second before they crashed into one another. The fact that the couplers had locked kept the cars, which derailed, from falling off the embankment. The impact was so great that the center sills of both cars 17 and 26 were bent, and apparently each car penetrated the space of the other. There were probably several hundred passengers on eastbound 123, many of whom were thrown about violently. One hundred twenty-eight of these passengers were taken to the hospital; 88 passengers were injured.

Why the wreck occurred is being investigated by the Federal Railroad Administration and the National Transportation Safety Board. Perhaps the investigation will answer several perplexing questions. The eastbound train should have come upon two signals, the first of which would have been yellow and the second red; the latter signal, as I understand it, requires a stop and then permits a train to move at 15 m.p.h. Because of a slight curve on the line as the track mounts onto the viaduct, neither motorman could have seen the headlight and markers of the opposing train until just before the crash.

Cars 17 and 26 are a total loss; they will be taken back to the Michigan City shops where they will be dismantled for parts. The Northern Indiana Commuter Transportation District had already begun talks with the Sumitomo Corporation of America with the notion of buying some additional cars; the priority for this acquisition has just increased. There is a serious problem now of having sufficient equipment to meet rush hour demand. Even before the wreck of January 21, there were four of the new South Shore cars out of service because of previous accidents. These will not all be back in service until early in 1986. The NICTD had hoped to improve the level of service, but this will be impossible with the diminishment of available cars.

Shortly after the wreck, Northern Indiana Commuter Transportation District leased a diesel-powered push/pull train from the Chicago RTA. This train was expected to be in service by early February.

The wreck has also made the financial picture rather bleak for the District. The cost of the wreck includes not only damages to rolling stock and fixed facilities but also the lawsuits being filed against the South Shore Railroad and NICTD. The suits are apt to total tens of millions of dollars. The cost of lost patronage will also affect the financial performance of the District. The continuation of South Shore passenger service is at risk.

Inquiry from Newark

Doug Eldridge of New Jersey's Newark Preservation and Landmark Committee wrote to me recently concerning the designation of the Newark subway, which will be 50 years old in May 1985, for the National Register of Historic Places. He wanted to know whether there were any operating transit systems in other cities that have received landmark status other than the St. Charles line in New Orleans, the cable system in San Francisco and the inclined planes in Pittsburgh.

If any of our readers know of other such designations, you should write directly to Mr. Eldridge at 125 Dodd Street, East Orange, NJ 07017.

Corrections on Buffalo

In a recent TRANSIT CURRENTS, I indicated that the light rail cars used on the new Buffalo system are single-ended. I received correspondence from Harold J. Ahlstrom of Buffalo and from Anthony J. Schill, Rail Transportation Superintendent of the Niagara Frontier Transit Metro System, both telling me that the cars are double-ended.

Mr. Schill also sent some additional information. As of the end of January 1985, the cars are now running from 11:00 a.m. to 3:00 p.m. on weekdays only. Four single-car trains are used rather than two two-car trains. With four trains in service, headways are now every ten minutes. This also provides more op-

AN ATLANTA MARTA train crosses the new bridge over Peachtree Creek on the recently-opened north extension to Lenox and Brookhaven of this extremely successful rapid transit system.

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Transit Currents

portunities for training operators for the eventual opening of the whole system.

Newark Subway booklet

The super job of renovation that the N.J. Transit is doing on the Newark Subway was brought to mind when Jon Goodman was kind enough to send me a copy of a booklet entitled *Discover the New Newark City Subway.* Write to N.J. Transit, McCarter Highway & Market Street, P.O. Box 10009, Newark, NJ 07101, to get a copy of the colorfully illustrated brochure which includes an excellent large-scale map.

The major function today of the high-capacity light rail line, which (utilizes superbly maintained PCC cars) is as a trunk that intersects many bus lines. The subway funnels the passengers into downtown Newark and Penn Station.

Chicago's Southwest Project

Work is moving ahead steadily on the Southwest Transit Project in Chicago, which is intended to provide rapid transit service in the Archer Avenue Corridor. At the end of October 1984, the final transit alignment and station locations were approved and the process was begun for choosing designers for each section of the work. A single engineering team will handle each of the individual sections; each team will receive overall direction from the city and its supervising consultant. By using this team approach, all of the facilities can be designed at one time.

The line, to reach from the Chicago Loop to Midway Airport (and perhaps beyond), is expected to be carrying better than 118,000 persons a day by the year 2000. About 28,000 of these persons would otherwise travel by automobile. The new rail rapid transit line is expected to reduce average travel time to the Loop very significantly and provide better access to jobs and shopping than do existing means of transportation in the corridor.

The following are some basic facts about the stations. Roosevelt Station will be located at State and Roosevelt on an elevated line. It will not have off-street bus unloading nor will it have any Kiss-'n'-Ride and Park-'n'-Ride spaces. The Halstead Station will be on an embankment at Halstead and Archer. It and all of the rest of the stations will have off-street bus unloading facilities; there will be Kiss-'n'-Ride or Park-'n'-Ride spaces available at Halstead.

Moving further to the south and west, the Ashland Station will be on an embankment at 21st and Ashland and will not have Kiss-'n'-Ride or Park-'n'-Ride spaces. The Archer/35th Station, located at 35th and Leavitt, is another embankment location, and it will not have any Kiss-'n'-Ride or Park-'n'-Ride facilities. However, the Western/49th station, which will be located at 49th and Western, will be on an embankment and will enjoy Kiss-'n'-Ride parking bays.

The California Station at California and 49th Place will again be on an embankment and will have bus-loading facilities and Park-'n'-Ride spaces but no Kiss-'n'-Ride. The Kedzie Station will be located at 49th and Kedzie on an embankment and will enjoy Kiss-'n'-Ride but no Park-'n'-Ride facilities. The Pulaski Station will be on an elevated structure at 51st and Pulaski and will have all three kinds of facilities, as will the Midway Station. The elevated Midway Station will be on the east side of Midway Airport at 59th Street. Originally the Midway Airport station was to be located in a subway west of Cicero Avenue. The decision to utilize an elevated structure required a minor relocation of the Midway station. There is a good chance that Cicero Avenue will be slightly relocated so that the station can be close to the airport. A pedestrian overpass will lead from the rapid transit station directly to the terminal building of Midway Airport. When this line is completed, both of Chicago's major airports will be served by rapid transit.

Flashes

News from **SACRAMENTO** is that a potentially costly dispute between the light rail car contractor—Siemens-Allis, Inc.—and the Sacramento Transit Development Corporation was avoided by a settlement that was agreed to on January 16, 1985. The dispute between Siemens-Allis and the STDA (which arose because of the denial in May 1984 by the Urban Mass Transportation Administration of an application for exception to the federal Buy America Act) was over additional compensation and an extension of time to deliver the new LRT vehicles to Sacramento. The good news is that the cars will be delivered in time for the SRTD to begin operations in October 1986. Each of Sacramento's articulated light rail cars will be approximately 80 feet long, contain 64 seats and be air-conditioned. Speeds up to 55 m.p.h. will be possible, and they will be operated either singly or in trains up to four cars. The cars will be painted white with blue and yellow reflective lines. They will be similar to the very attractive paint scheme now used on Sacramento Regional Transit Authority buses.

H. C. Falk sends news from the **PHILADELPHIA** area that the apparent failure of crewmen to set a handbrake before leaving their electric commuter train to fix another brake was the cause of a collision near the Jenkintown-Wyncote station on the night of January 16. The crew also overrode the deadman control; the runaway was actually under power according to preliminary reports on the wreck. Twenty-nine people were injured, and dozens of people were left stranded in the bitter cold. To all transit operating people, the words of Sergeant Phil Esterhaus: "Let's be careful out there."

Marion J. Zych, Jr., sends news from **WASHINGTON** that, at long last, federal courts have cleared the way for the construction of the Washington Metro Green Line beyond Anacostia to a terminus in Prince George's County near Branch Avenue. Design, property acquisition and construction have been delayed three years by a law suit. The extension beyond Anacostia, an area to the immediate southeast of the JFK stadium, would include stations at Congress Heights in southeast Washington and at Southern Avenue at the D.C.-Maryland bor-

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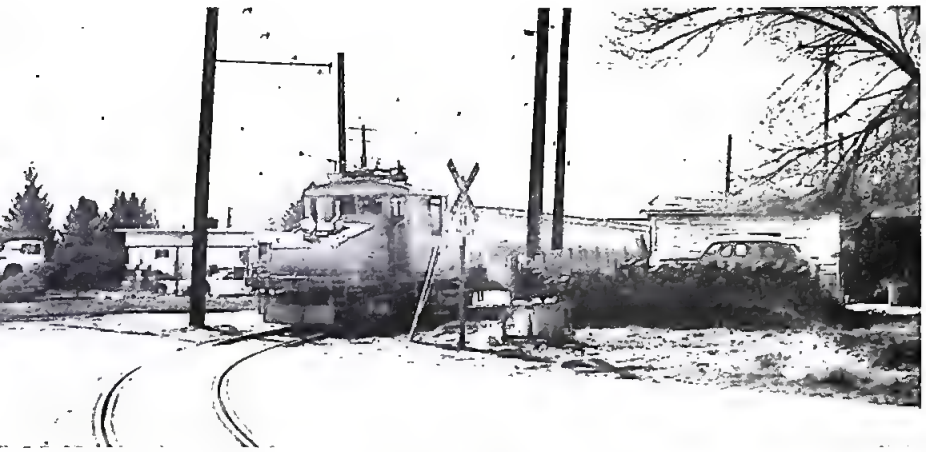

YAKIMA VALLEY TRANSPORTATION in Washington put its two freight motors back into service after its Trackmobile was damaged in an accident on November 16, 1984. UP-yellow steeple-cab 298 created a timeless scene with the vintage automobile on the wye at Selah on March 15, 1985.

der. In Prince George's County, there would be stations at Naylor Road, Suitland and Branch Avenue.

Mr. Zych also sends news that service frequencies have increased on the Washington Metro Red Line's recent extension to Shady Grove. During non-rush hour, trains run every six minutes between Silver Spring and Grosvenor and every twelve minutes on the Grosvenor-Shady Grove extension. Patronage is excellent on this line, and as new cars become available, longer trains and additional trains will be operated.

Foster Morrison provides news that **NEW JERSEY** transportation officials have agreed to a financial plan for a rail project linking Atlantic City with Philadelphia. The price tag would be $91 million for a high speed rail line to be in place by 1988. New Jersey Transit Corporation will spend $23 million to build the 64-mile railroad through southern New Jersey. The Atlantic County Improvement Authority will spend about $21 million to build a rail terminal in Atlantic City. N.J.Transit will also go after a $15 million grant from the Urban Mass Transportation Administration. There is some question about $30 million in federal funds that were earmarked by Congress in 1983 for the rail project. The federal money will be funneled through Amtrak, though the service will have somewhat of a commuter orientation. Eleven roundtrips per day between Philadelphia and Atlantic City are planned. In addition, Amtrak will run additional service, probably about five round-trips a day, between Philadelphia and Atlantic City and one daily roundtrip between New York and Atlantic City.

Joseph Klapkowski, Jr., sends news that the Port Authority of New York and New Jersey will be buying 95 new railcars for the **PORT AUTHORITY TRANS-HUDSON** system, which operates between New Jersey and Manhattan. In addition, all of the present PATH cars will be rehabilitated; the total cost will be just under $200 million. The new stainless steel cars will be built jointly by Nissho Iwai American Corporation and Kawasaki Heavy Industries, Ltd. in Yonkers at part of the old Otis Elevator facility there. The word is that the same facility will be used for refurbishment of the present cars.

Norman Fish sends information from **FLORIDA**. An attempt to cut the Miami Metro Rail fare to 50¢ from $1.00 was scuttled. The effort was intended to help increase patronage on the line, which has suffered from much lower ridership than expected. Even so, a number of major construction projects are taking place around the stations of the Metro Rail. A large development is to be called Dadeland North after the Metro Rail station it will adjoin. It is supposed to have Mediterranean-styled shops and offices facing a canal as well as excellent access to the rapid transit line. A major office complex, the Datran Center, has been located at the southern terminus of Metro Rail. Perhaps there is trouble in Florida with Amtrak's *Silver Palm*, and their bullet train may be late in coming, but Mr. Fisk sends a clipping showing one of three refurbished trolleys being unloaded at Grand Cypress Resort near Orlando. The cars are reportedly from Belgium. Does anyone have more information?

Under the new **TAX LAWS** which took effect January 1, 1985, employees of a company providing a pass subsidy are able to enjoy that benefit without declaring up to $15 per month of the benefit as income.

Steve Scalzo provides a clipping that indicates San Franciscans are unhappy about the noise of the rejuvenated **CABLE CAR** system. An $80,000 study is going to be conducted by an acoustical and engineering specialist to figure out how to make the system a little bit quieter. The speculation is that the normal sound of the cable moving at a constant nine miles per hour is being amplified by the new concrete and steel cable housing that replaced the old crumbling brick-and-mortar channel. The noise has been noticed at points where the cable goes around corners and through sets of pulleys or sheaves. (Even so, it would be fun to go out and hear that cable clatter.)

Steve also sends word that work began late in 1984 on the transit link between the **CHICAGO** Transit Authority's Howard Street and Dan Ryan rapid transit lines. When this connection is completed, it will be possible to ride through from 95th and the Dan Ryan Expressway all the way to Howard Street on the north side.

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NORFOLK & WESTERN The legendary Alcos of Norfolk seem to have reached the end of the line. The last C630 to see service in the Lamberts Point coal yard was the 139 (riding on former Train Master trucks), which was working on March 23 and then sent to Roanoke the following week. The Centuries have been replaced with SD40s modified for slug-master service.

The "other" Norfolk Alcos, the T6 switchers, have been reduced to five units that are used only "as needed." They do not have the mandated FRA safety windows and are kept within yard limits. The Portlock-Lamberts Point transfers are now handled mostly by GP30s.

UNION PACIFIC The Missouri Pacific will be getting 60 new 3750-h.p. C36-7s from GE in the fourth quarter of 1985. Meanwhile the UP has been hosting EMD's SD60 demonstrators 1 and 4. On March 2, the two SD60s were teamed up with DDA40X 6930 to run from Stockton through the Feather River Canyon in daylight on the WPX (see page 2) for a series of action publicity photos arranged by *CTC Board* Editor Dale Sanders for EMD, presenting EMD's "biggest and newest."

Meanwhile, the Centennials are running in reasonable numbers, although any that have serious mechanical trouble are being retired "on the spot." The 6911, an unserviceable hulk, was given a cosmetic paint job and was sent in April to the National Museum of Science and Technology in Mexico City, while the California State Railroad Museum has reportedly turned down the offer of a serviceable Centennial and a supply of parts—an incredibly short-sighted action for such an institution.

JERSEY CENTRAL RS3 The Hawk Mountain Chapter NRHS in Allentown, Pa., recently purchased CNJ RS3 1554 from the Black River & Western R.R. of Ringoes, N.J. The unit, in serviceable condition, will be painted in its original CNJ green with yellow stripes and put to work hauling tourists out of Jim Thorpe, Pa., on the operation which has been using George Hart's ex-CPR 4-6-0. Hart's 972, recently overhauled at Strasburg, will be used for a series of excursions in May between Mechanicsburg, Carlisle and Harrisburg, Pa., to help the Mechanicsburg Museum Association celebrate the 150th Anniversary of the Cumberland Valley Railroad (subsequently Reading and Conrail).

STEAMTOWN, U.S.A. With an ambitious early start, on March 23, Steamtown U.S.A. began its 1985 season at Scranton by extending its run to Moscow, Pa. (the 1984 operations had terminated about three miles short of Moscow at Elmhurst). With a borrowed Guilford GP40 leading the way on the heavy opening-day train, ex-CPR G5 4-6-2 1246 was used for the first train up to the handsome brick depot at Moscow where a brass band greeted the mayor of Scranton, the mayor of Moscow and the Easter Bunny.

The track over which Steamtown is presently operating is still owned by Conrail, and until the agreement is concluded this spring to grant Steamtown ownership, no trackwork can be done to give them a passing track at Moscow; until that time, a second locomotive (usually a leased Conrail SW1500 or Guilford unit) must be used for the run-around maneuver on a single-ended spur.

In the Very Good News Department, Steamtown has announced that its passenger cars will be painted into the old DL&W maroon and gray *Phoebe Snow* colors and lettered LACKAWANNA RAILROAD (ironically, the DL&W never copyrighted that name; something former director Don Ball discovered in his early efforts to move Steamtown from Vermont to Scranton). All locomotives, however, will retain their authentic heritage, as CPR 1246 and 2317 do now.

Beginning Memorial Day, two trains will operate on an hourly schedule, and by that time they hope to have boarding platforms at the museum site in the freight yard a mile to the north of the present location at the Hilton in Lackawanna Station. Their former-EL Scranton Diesel Shop (with overhead cranes and a fully functional multi-track drop pit) is probably the finest maintenance facility on any museum railroad and is presently being used to give the 2317 its five-year inspection and prepare over 20 passenger cars for the upupcoming season. The shop, incidentally, is off-limits to visitors due to the obvious safety considerations.

As of April 1985, the locomotives moved from Vermont to Scranton consist of CPR G3 2317 and G5 1246 (serviceable) and G5s 1293 and 1278, Rahway Valley 2-8-0 15, NKP 2-8-4 759, Reading 4-8-4 2124, GTW 4-8-2 6039 and MEC 2-8-0 519, plus, of course, UP Big Boy 4-8-8-4 4012. In January, Steamtown retrieved its big Boston & Maine 4-6-2 3713 from the Boston Museum of Science, where it had been on lease for display since 1969. The Museum is being redesigned, and the handsome Lima Pacific was deemed too big for the new facility. While there was a rash of offers to buy the 3713 to keep her in Boston, Steamtown was anxious to reclaim one of its prize exhibits. Hopes for quick overhaul and operation of the engine were diminished when her running gear was found to be in very poor condition due to damage from earlier moves. A likely prospect for restoration "some day," the 3713 will have to follow other engines in the Steamtown collection that will be much less expensive to overhaul (immediate candidates under consideration are G5 1293 and NKP 2-8-4 759).

In mid-April, the Norfolk Southern donated two diesels to Steamtown, which should give them some reliable "instant" motive power for switching and run-around moves. The units are SW8 3732 (originally Wabash 132) and GP9 2514 (NKP 514). Nothing has been indicated so far on how they will be painted.

A Railfan Weekend has been scheduled for November 2.

Incidentally, Steamtown is actively seeking volunteers for a variety of jobs, ranging from qualified on-train crew to shop workers and ticket sales people.

THE ALASKA RAILROAD On January 5, 1985, the ownership of the Alaska Railroad was transferred from the federal government to the State of Alaska. The formal ceremonies took place in 10° weather at Nenana, Alaska, a village of 550 population south of Fairbanks, where President Warren G. Harding had driven the gold spike completing the railroad in 1923. Governor Sheffield handed federal officials a check for $22.3 million and received a gold switch key, representing the 529-mile frontier railroad. He noted that the oftencontroversial sale "just may be the best deal since William Seward bought Alaska from the Russians."

The railroad, from the seaports of Seward, Whittier and Anchorage to the inland city of Fairbanks, is the development lifeline of the state. Alternating between losing and making money in recent years, the ARR is looking toward a period of prosperity aided by the export of 800,000 metric tons of coal per year being mined at Healy and transported by rail over 300 miles to the seaport at Seward for shipment to Korea. The ARR bought four of the first GP49s in 1983 in anticipation of the coal traffic and is expecting five more this summer.

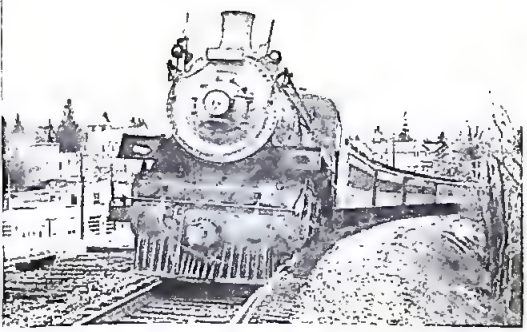
With traditional E and F-units for power, the ARR operates a heavy summer schedule of dome-equipped passenger trains for the tourist business and a utilitarian winter service, along with its unique "Whittier Shuttle" on which passengers ride in their own vehicles aboard flatcars. A new service this year (tried out on a limited basis in 1984) will be the Tour Alaska "Midnight Sun Express" Superdome cars added to the regular domeliner consist of the Anchorage-Mt. McKinley-Fairbanks *AuRoRa* streamliners. These privately-operated ex-Milwaukee Superdomes were overhauled and redecorated to feature a bar upstairs and diner on the lower level—the fare is $125 between Anchorage and Fairbanks, compared to the regular *AuRoRa* fare of $78.25.

The Superdomes were built in 1952 for the *Olympian Hiawatha* and were sold to the Canadian National in 1964. Tour Alaska 7090 was Milwaukee 56 and CNR *Columbia;* 7091, Milwaukee 53 and CNR *Fraser;* and 7092, Milwaukee 50 and CNR *Jasper.* One additional car, 7093, Milwaukee 59, was one of the four used by Amtrak (its 9383) and was acquired from Diesel Traction Corp. of Port Arthur, Texas.

SUSQUEHANNA With a $500 contribution from the Bergen-Rockland Chapter NRHS to help offset the added expense, Delaware Otsego's New York, Susquehanna & Western painted its recently overhauled Alco S2 switcher 206 into its original 1942 maroon and gray livery. On Saturday, March 16, the local press and railfan community was invited to the NYS&W's Little Ferry, N.J., shops for the "unveiling" of the 206, which made photo runbys and was posed for photos on the famous Overpeck Creek drawbridge in perfect weather.

On Tuesday, March 26, the 206 was put to work on Delaware Otse-

JIM BOYD



STEAMTOWN, U.S.A. made its first revenue run to Moscow, Pa., on March 23. Norfolk Southern donated to Steamtown ex-Wabash SW8 3732 and ex-NKP GP9 2514, shown (right) with (l to r) Steamtown's Jim Gillespie and Ed Rogers and Jim Bistline of NS.

STEAMTOWN U.S.A.

PRESTON COOK MIKE BLEDSOE

NORFOLK & WESTERN has pulled the last of its big Alcos out of Norfolk. On February 23, the last weekend of operation, C630 139 (on FM trucks) was working alongside one of the SD40s that replaced the Alcos at Lamberts Point yard. A few T6 switchers remain at Norfolk.

THE ALASKA RAILROAD was transferred from federal to state ownership on January 5, 1985. Its summer passenger service includes a domeliner behind F-units or E9s (2401 and F7B 1517 were on Train 2 at Denali Park on June 10, 1984). Now in service are Tour Alaska full-length domes.

JOHN C. ILLMAN

UNION PACIFIC continues to preserve DDA40Xs. The 6911 was in Ft. Worth, Tex., on April 1, en route to the National Museum of Science and Technology in Mexico City. The 6944 is in St. Louis and 6946 at Portola.

TOUR ALASKA

go's newest line acquisition, the former Lehigh & Hudson River between Warwick, N.Y., and Sparta Junction, N.J. This former main line was once an important connection between the PRR and CNJ at Phillipsburg, N.J., and the New Haven R.R. at Maybrook, N.Y., but with the burning of the Poughkeepsie bridge and creation of Conrail, it became a branch that Conrail was anxious to eliminate.

About four years ago Delaware Otsego bought an embargoed twelve miles of the L&HR between Franklin, N.J., and Warwick, N.Y., and in March 1985 Sussex County, N.J., bought the eight-mile segment between Franklin and Sparta Junction. DO will purchase the Sussex County trackage for $250,000 over the next 20 years. Since Warren County, through which the line travels to the south to reach Phillipsburg, was not interested in a similar purchase, the L&HR south of Sparta Junction (Limecrest) has been abandoned.

Delaware Otsego is operating the line as part of the NYS&W, interchanging with Conrail at Warwick. The old NYS&W line from Butler, N.J., to Sparta Junction is intact but unserviceable, and while some work has been done to reestablish the connection, the project has relatively low priority at this time. All active customers presently on the line are located at Sparta Junction, and the 206 is being kept there at the Eastern Propane facility. Operation is once or twice a week "as needed."

FORMER-UNION PACIFIC 912 In November 1963, UP 912 was the third-to-last E-unit built by EMD. Since the last two have been scrapped, this unit, Amtrak 417, is the newest E-unit in existence. In February 1985 the 417 was literally saved from the scrapper's torch when it was bought by the Connecticut Valley Railroad Museum from the scrap yard in New Haven, Conn. The 417 has two 645-upgraded prime movers installed by the Milwaukee Road for Amtrak in 1974, but it has no traction motors and is not expected to become operational in the immediate future. It will be moved to Essex, Conn., and cosmetically restored as New York Central 4096 (NYC's last E-unit was 4095) in two-tone gray with lightning stripes.

As the CVRM crew was salvaging some parts from sister E-unit 496, coupled to the 417 in the scrap yard, they noticed something peculiar about the 496's engine room. Instead of a pair of 12-cylinder 567s, the E-unit held a pair of 244 Alco engines! Its EMDs had gone for re-engining RS3s, and the Alco engines had simply been dropped into the carbody for scrapping.

C&NW F7s It's A-and-a-Couple-of-Bs-and-a-Couple-of-Fs, now. Rails Diversified of Ohio has purchased two C&NW commuter F7s, 409 and 413, for future excursion service, and they are being kept on the Akron & Barberton Belt. An original "Streamliner Era" paint scheme is being developed for the units.

GENESEE & WYOMING The G&W stretched its legs for the second time in three years; after adding 13 miles of the former-DL&W main from Greigsville to Groveland, N.Y., in 1982, the G&W recently purchased the Conrail track at P&L Junction (Caledonia, N.Y.) and assumed Conrail's trackage rights over the B&O into Rochester for a direct connection with Conrail's ex-NYC main line, cutting a day and a half out of the delivery time for its salt cars from the mines to the main.

Beginning with a run on February 21, 1985, the G&W's "main line train" has become a nocturnal run, going to work at 9:00 p.m., gathering two shifts of salt production at Retsof, picking up a B&O pilot at P&L Junction and heading north for Rochester's Goodman Street Yard. Conrail's "Saltman," WBRO 17, made its last run over the B&O from P&L to Rochester on February 20.

The G&W just purchased ex-Houston Belt & Terminal SW1500 50 from Chrome Crankshaft in Silvis, Ill., to bolster its EMD fleet. The new G&W 47 arrived fully painted on February 16. Since the G&W's remaining Alco S4s and RS1s will not m.u. with the EMDs, they have been relegated to yard work and the Groveland Job, with two units used on a typical day—DAVID MONTE VERDE.

PITTSBURGH & LAKE ERIE Though a specific date has not been announced, the P&LE will run its last commuter train between Pittsburgh and Beaver Falls, Pa., in mid-July. The P&LE lost $114,000 on the train in 1983-84 in spite of a state and federal subsidy of $525,000. Ridership on the train is about 100 passengers per day, and the Public Utilities Commission, in granting approval for the discontinuance, agreed that the cost was "overwhelmingly out of proportion to the value of the service."

In a rather involved deal with the Union Pacific, the P&LE sent 15 of its MP15DCs to the UP in trade for 17 ex-Conrail GP38s which the UP acquired when their leases expired. With the steel business down, the P&LE has less need for the switchers, and the GP38s will permit the retirement of its last U28Bs. The GP38s are P&LE 2025-2041.

D&H PA 19 On February 14, 1985, the last remaining serviceable Alco PA passenger diesel in North America, ex-D&H 19, in service in Mexico, suffered an electrical cabinet fire which did extensive damage to its cab. The unit is stored with the three other damaged ex-D&H PAs at Empalme. B&K Engineering of Chicago, which had been negotiating for the locomotive, examined the unit and reaffirmed its willingness to buy it. "We'll pursue it until we get it or until they turn it into beer cans," says B&K's Gary Balloun.

THE MBTA EQUIPMENT When the Danvers River trestle burned last November, it isolated two MBTA commuter trains and a number of freight cars on the Rockport and Ispwich branches north of the bridge. For a short while last December, the stranded ex-BN GP9 1921 and F40 1007 were used on shuttle trains on the isolated branches, but the operation was deemed impractical.

In January, the MBTA was having trouble with the 52 coaches that had been leased from GO Transit in Toronto; two smoky fires caused the cars to be declared unsafe, and they were withdrawn from service, leaving the MBTA in a bind for equipment. The isolated engines and cars were now urgently needed, so in early March they were moved about five miles on special flatbed highway trailers to a spur of the freight-only Danvers branch. Two covered hoppers and the ex-BN Geep went out on March 8, followed by the F40 and another hopper the next day. From the 19th through 22nd, the three neutered RDCs and five coaches were then moved out.

To further relieve the equipment shortage, the MBTA purchased eight ex-Reading RDCs from SEPTA in Philadelphia. As many as possible will be operated under power as Budd intended, while the remainder will be converted to trailers—GREG NAZAROW.

A REAL BOOMER She may look like your ordinary Alco switcher, but Tioga Central 14 has put in some interesting years since she left her home on the Buffalo Creek Railroad in Buffalo. Alco S2 No. 46 was bought new by the BCK in 1947 and burbled around in relative obscurity until 1976 when she became that road's Bicentennial unit. Along with parents LV and EL, the BCK was absorbed into Conrail, where the patriotic Alco became 9662. After retirement by Conrail, the "46" went to RSA Leasing, and from April 1980 to June 1981 worked on the New York & Lake Erie (where she starred in the lead photo of "Alco Empire" in the March 1982 R&R, misidentified as "ex-South Buffalo 46").

She then went to North American Car at the old LV shops in Sayre, Pa., before moving on to the Ontario Central as No. 14, receiving the Ontario Lines' NKP-like black with yellow stripes. In early September 1984, she went to the Tioga Transportation Museum in Flemingville, N.Y., on the former-LV Auburn branch north out of Owego, a few miles west of Binghamton. The museum had been operating its saddletank 0-4-0 on the passing track in front of their restored depot for some time, but in 1984 they worked out an agreement to permit weekend passenger excursions over the entire 27-mile branch between Owego and Harford. Tioga County had bought the branch when Conrail wanted to abandon it, and it is currently switched by the D&H. See TIMETABLE for excursion details.

CHANGES IN IOWA In November 1984, after a rather stormy battle with its predecessor Iowa Railroad (R&R July 1984) and competitor Milwaukee Road, the Iowa Interstate Railroad began operating the former-Rock Island main line between Bureau Junction, Ill., and Council Bluffs, Ia., for the Heartland Rail Corporation. A consortium of on-line customers (including Maytag, Rollscreen, Midwest Color Printing, Midland Iron & Steel and a number of agri-businesses) and the CRANDIC Railway, Heartland made the $31 million purchase of the line with the aid of a $15 million loan from State of Iowa highway funds. The Iowa Railroad's colorful motive power was stored at Council Bluffs, and the Iowa Interstate got rolling with ex-ICG Paducah Geeps.

News of an even bigger development broke on April 2, 1985, when the Illinois Central Gulf announced that it was selling its entire Iowa Division to the Chicago, Central & Pacific, a newly-formed company

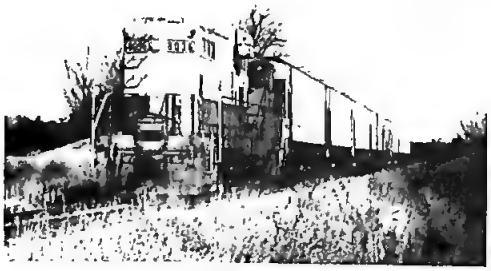
MIKE MUSCI

C&NW F7s 413 and 409, owned by Rails Diversified of Ohio, were on the A&BB at Barberton in March 1985.

HOWARD PINCUS

FORMER-UNION PACIFIC 912 was about to be scrapped in New Haven as Amtrak 417 but was saved by Connecticut Valley R.R. Museum. Sister 496, at left, contained Alco engines.

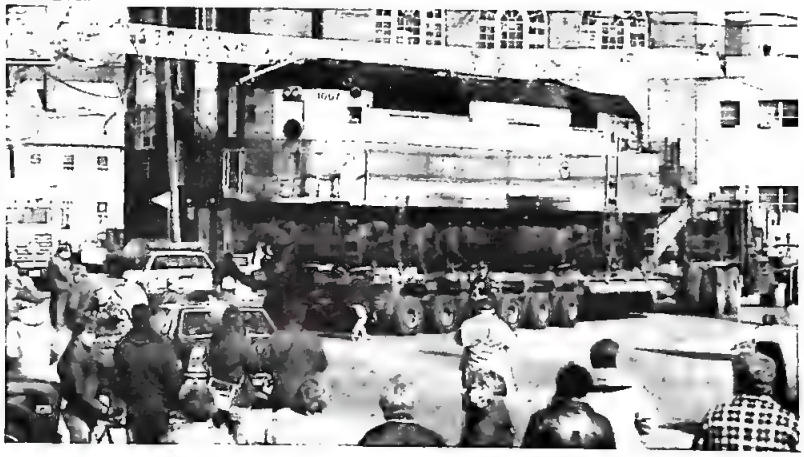
LARRY HAMILTON



CHANGES IN IOWA resulted in ex-ICG 8036 now working for Iowa Interstate on old RI in November '84.

A REAL BOOMER, ex-Buffalo Creek Alco S2 46 now hauls passenger excursions on the Tioga Central out of Flemingville, N.Y., a few miles west of Binghamton.

GREG NAZAROW



THE MBTA EQUIPMENT trapped by the Danvers bridge fire was moved out by truck; F40 1007 got a lot of attention as it moved through Danvers, Mass., on March 9. It moved five miles by hiway.

TOM SHADE

THOMAS DELLA PORTA

GENESEE & WYOMING began operating into Rochester, N.Y., in February. With new ex-HB&T SW1500 50, now G&W 47, in the middle, MP15s 46 and 45 pull into Rochester on February 26.

under John E. Haley of Alexandria, Va., who recently began operating the Cedar Valley Railroad on the 100-mile ex-ICRR Albert Lea, Minn., to Waterloo, Ia., line (R&R January 1985, page 34). The 674 miles of Iowa Division track is being sold for $75 million and includes the main line from Broadview, Ill., to Omaha, Neb., plus the Ft. Dodge-Sioux City and Manchester-Cedar Rapids, Iowa, branches. The lines are in relatively good shape, with 40-m.p.h. speeds in most locations (though quite a come-down from the 70-m.p.h. passenger track of a decade ago), and Haley plans an immediate track upgrading program to raise the speeds to 50 m.p.h.

There is a great deal of business potential on the CC&P lines, and Haley has established a good track record in his operation of the Cedar Valley, where he reportedly tripled the grain loading last year over previous ICG service (he would contract with co-ops to load grain at various elevators and then consolidate them into unit trains for delivery to ICG and receive unit train rates, something the ICG wouldn't do itself).

Like the Iowa Interstate, the Chicago, Central & Pacific is far too large to be considered a short line, and we may be seeing a new era of "regional railroads" like the TP&W and Green Bay & Western. The new systems, however, will likely be free of historical union agreements and will run with fewer and smaller crews. This will pose some hard decisions for present ICG employees in the case of the CC&P, but with the tremendous on-line industry and agricultural traffic potential, an aggressive local management could bring a degree of prosperity back to lines that have been essentially shunned by corporate officers in Chicago. The CC&P will be headquartered in Waterloo.

STEAM EXPO 86 The dates have been announced for the great gathering of steam locomotives that will be a part of the 1986 Vancouver World's Fair. "Steam Expo 86" will run May 23 through June 1, 1986, at Vancouver, British Columbia. The May 23 "Arrival Day" celebrates with a "Grand Parade of Steam" the 99th Anniversary of the arrival of the first Canadian Pacific train into Vancouver.

The Night
20

Before the Arrows

MURRAY HILL, on the Gladstone branch (above), has the flavor of an interurban stop on this warm summer evening. The tower at Summit (left) is built into the retaining wall just east of the depot; westbound 647 is passing at 10:10 p.m. on May 16, 1984. Howard Pincus (right) shows the wooden tripod leg extensions and double 4×5 camera bracket, used for many of these photos.

Photography: Rails After Dark

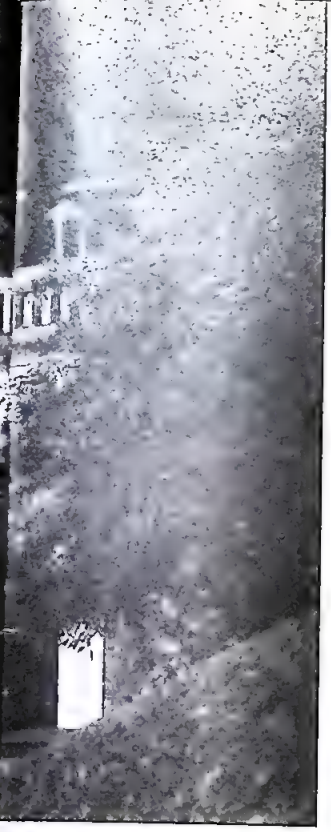
THE RAILFANS called them "Wickerliners," and the commuters called them names that can't be printed. In recent years the old Delaware, Lackawanna & Western m.u. cars were regarded as dirty and noisy—open windows, no air conditioning—and failure-prone. But it wasn't too long ago that the DL&W 3000-volt d.c. electrified lines were an industry standard for efficiency and reliability. After all, Thomas A. Edison himself had been at the controls of the first passenger-carrying electric train out of Hoboken back in September 1930, and the entire fleet was running essentially unchanged over 50 years later.

The project to "re-electrify" the DL&W lines (the Hoboken-Dover main and Montclair and Gladstone branches) struggled for nearly a decade as the various rail and state agencies sorted out their political and financial responsibilities. But on August 24, 1984, clean new 25,000-volt a.c. Arrow III cars finally retired the venerable "Edison fleet."

Recognizing the timeless images that would vanish with the change, the "Rails After Dark" partnership of Howard Pincus, Bob Hart and Al Papp secured N.J. Transit's permission to document the DL&W m.u.s in a series of ambitious synchronized-flash photos—a project inspired by O. Winston link's historic efforts in the last days of N&W steam. For them, all of 1984 became "the night before the Arrows."

SUMMIT, N.J., is a focal point for action on the old DL&W lines. Amid the clutter typical of an old tower, Operator Mike Matthies is about to "OS" westbound 649 on August 1. As shown at right on July 18, Dover-bound 649 splits its consist at Summit station, with the rear four cars becoming 433 for Gladstone. (See the July 1981 R&R for the story and map of the DL&W electric lines.) Trainman H.T. Cosby and Conductor Ed Haran (on step) look back as 649 pulls away for Dover; 433 will be a minute behind to P&D Junction, just west of town. Throughout the day and night, most Gladstone trains are combined with Dover trains between Summit and Hoboken, and the joining or breaking is a quick operation. This photo required 1300 feet of wire and 16 flashbulbs to catch the action.

THREE YOUNG LADIES are on their way home from the movies at 10:20 p.m. on a warm and humid June 27, as westbound 647 rumbles overhead through Madison, bound for Dover. Westbound 431 (**below**) rolls under Springfield Avenue and brakes for a stop at New Providence, the first station on the Gladstone branch. The old DL&W station sign was replaced by N.J. Transit's new "disco stripe" sign two weeks later. At 11:10 p.m. on August 15, eastbound 644 (**right**) was exiting the east end of Bergen Tunnel. Operator Jimmy Farrell (**top right**) retired three weeks after this scene in Dover Tower, with 646 about to depart on May 2.



DL&W
1908
LANE

SECOND TRICK Stationmaster Frank Coye (**left**), pauses on a steamy, hot August 8 at Hoboken Terminal—he was formerly a brakeman on the tourist-hauling Black River & Western in Ringoes, N.J. Their wait is about over at Summit (**below**), as passengers watch—or ignore—the arrival of Hoboken-bound 642 at 8:30 p.m. on May 23. The symbolism is obvious as Gladstone branch 428 rushes past the cemetary at Basking Ridge on its way to Summit at 10:14 p.m. on July 31. Thirteen big flashbulbs were used for this scene. "His master's m.u.?" At 3:30 a.m. on August 24, "Barney" looks on as Electrician Mike Battista checks over an m.u. set at Gladstone (**bottom right**). In 17½ hours, the 3000-volts d.c. will be de-energized, and a new day will begin for the riders of N.J. Transit's old DL&W electric lines.

What's holding up Burlington Northern's 6599?

EMD's new HTBB articulated truck

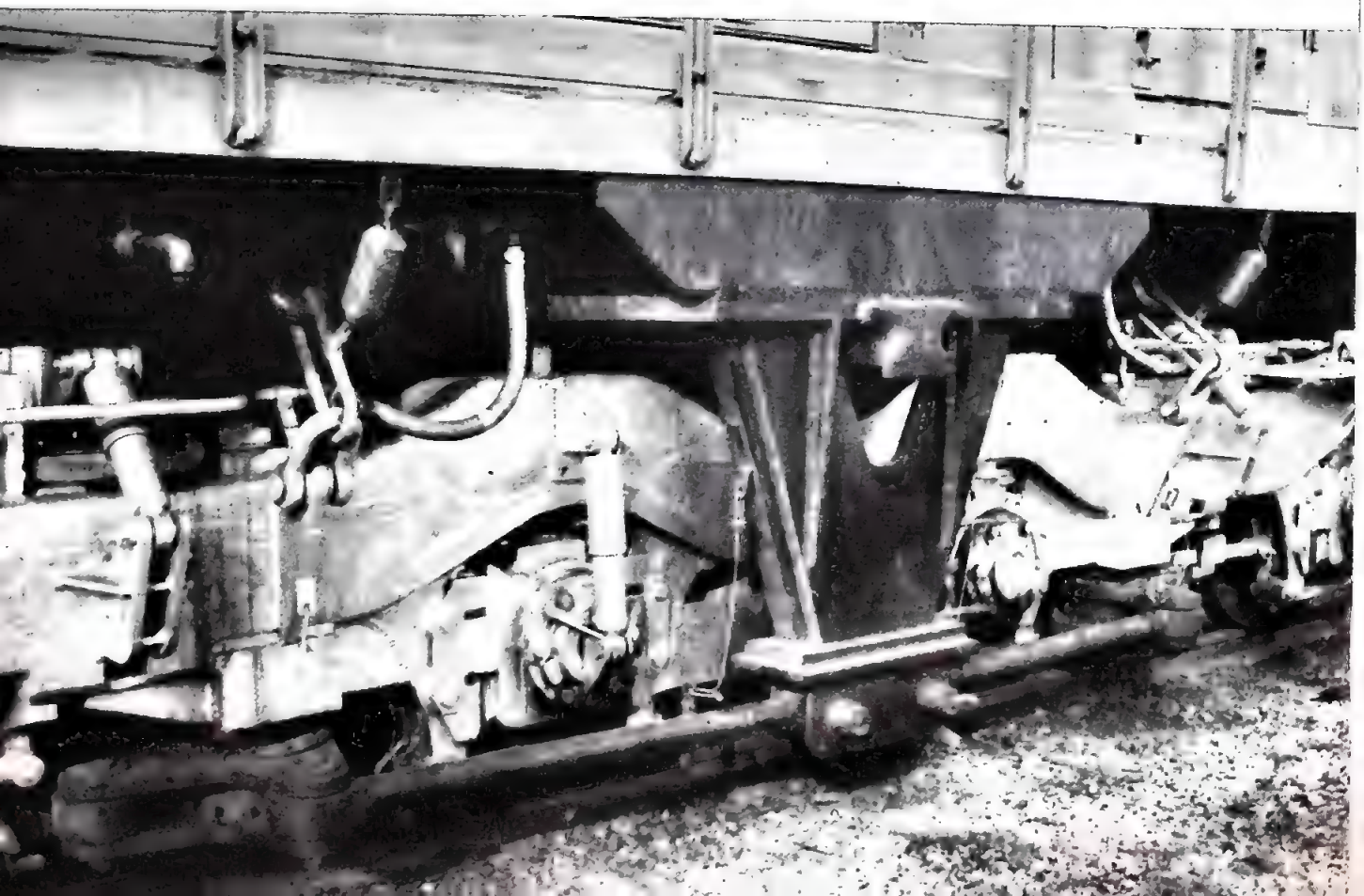
by Jim Boyd

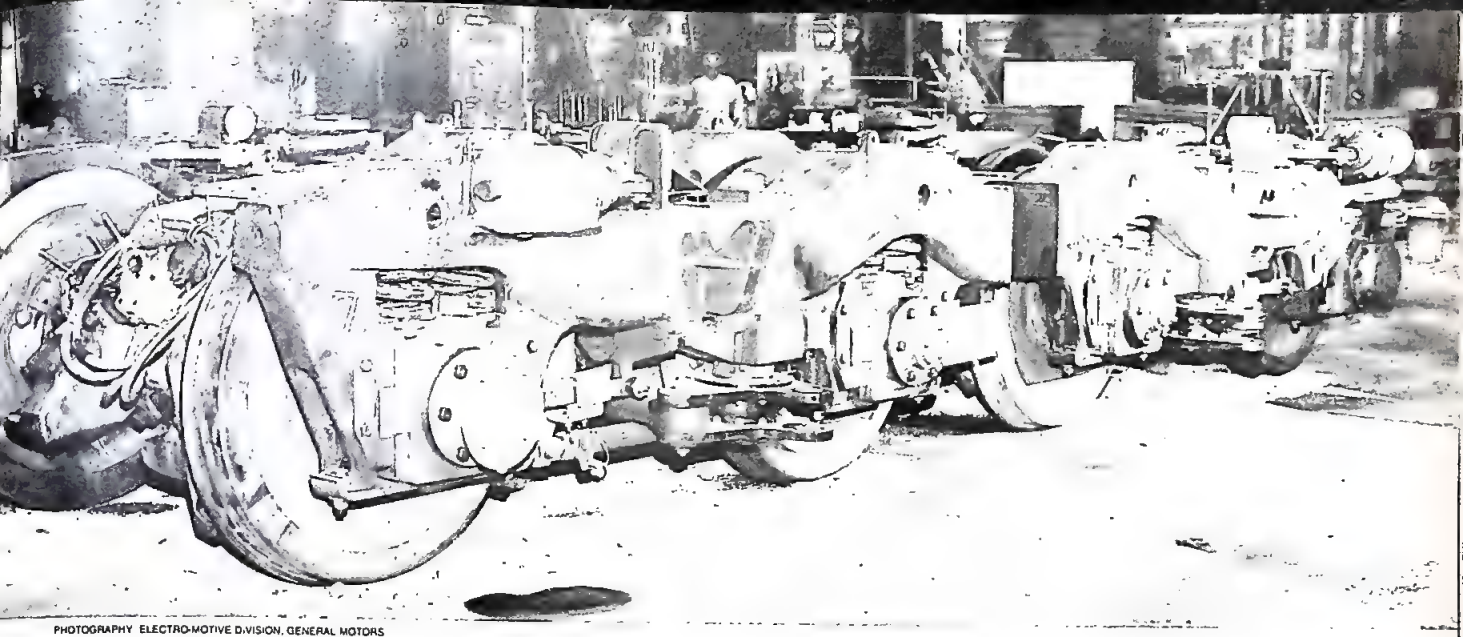
BURLINGTON NORTHERN SDP45 6599 (nee GN 333) attracted considerable attention when it began working on Stampede Pass in late 1984 riding on an articulated B+B truck. With an electrical system established for six motors, the center motor had been removed from the 6599's lead "C" truck, leaving the unit with a unique A1A-B+B wheel arrangement—six motors: two on the front truck and four on the rear. That big rear truck is quite different from anything that has been seen before in the U.S., as it consists of two interconnected self-guiding sub-trucks.

The purpose for the new truck is to provide a four-motor truck that is easy on the rail and will improve adhesion on a locomotive in the 4000-h.p. range. The two previous attempts at four-motor trucks each had serious drawbacks: the GE/Alco B+B span-bolster system used on the U50 and Century 855 was cumbersome and short-lived, while the more successful EMD "D" truck on the DD35s and DDA40X Centennials was practical for a Union Pacific but was too rigid and large for most other applications. As road power leveled off in the 3000-h.p. range, the three-axle "C" truck became the industry standard for heavy freight diesels, though wheel and rail wear were the price paid for the compact power package (the Monon was one of the first railroads to react to this back in 1966 by trading their entire fleet of Century 628s in on Century 420s after only two years of service). In spite of the Monon experience, the rest of the railroad world went overwhelmingly for SD40s/SD45s and their GE counterparts and did little more than grumble quietly about rail wear.

Meanwhile in the EMD Engineering Department, Roy Roush, Mostafa Rassaian and Karl Smith were working on an idea for a self-guiding B+B truck that would greatly reduce wheel wear and improve traction by positioning all a wheels in correct proximity to the rails on a curve. With a three-motor "C" truck, the center axle is always fighting with the outside axles for a proper ride on a curved rail—resulting in wheel and rail wear. Some diesels in South Africa had proven the value of linking a locomotive's power trucks together so that each truck guided the other on a curve, and the EMD truck would inter-link two two-motor sub-trucks together to accomplish a similar effect.

Dubbed the HTBB, the new truck can use either an "inter-bogie control device" or a center pin to link the two sub-trucks together. The engineering protoype was constructed by modifying two "old style" SD trucks, saving the "two-motor end" and cutting off the "single-motor end" (the pre-HTC Flexicoil trucks had two motors facing one direction and the third motor facing the other; the "two-motor end" was the one with the end and center traction motors facing each other). This produced sub-





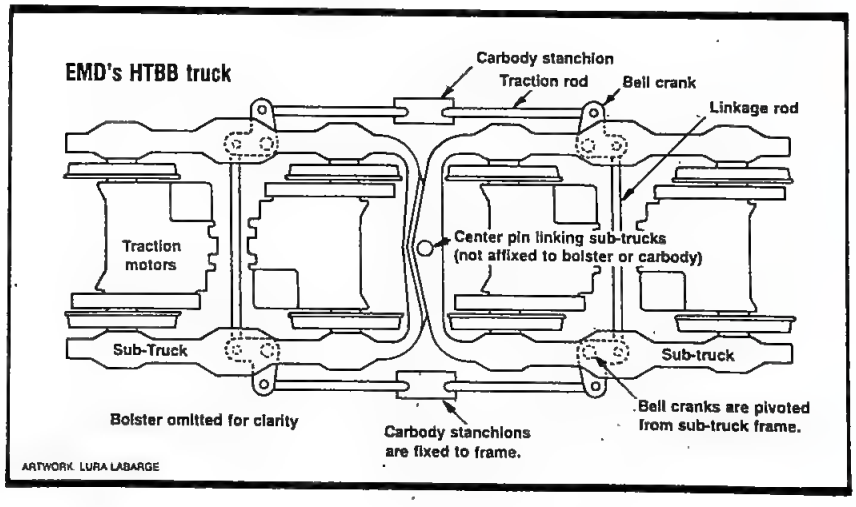
PHOTOGRAPHY ELECTRO-MOTIVE DIVISION, GENERAL MOTORS

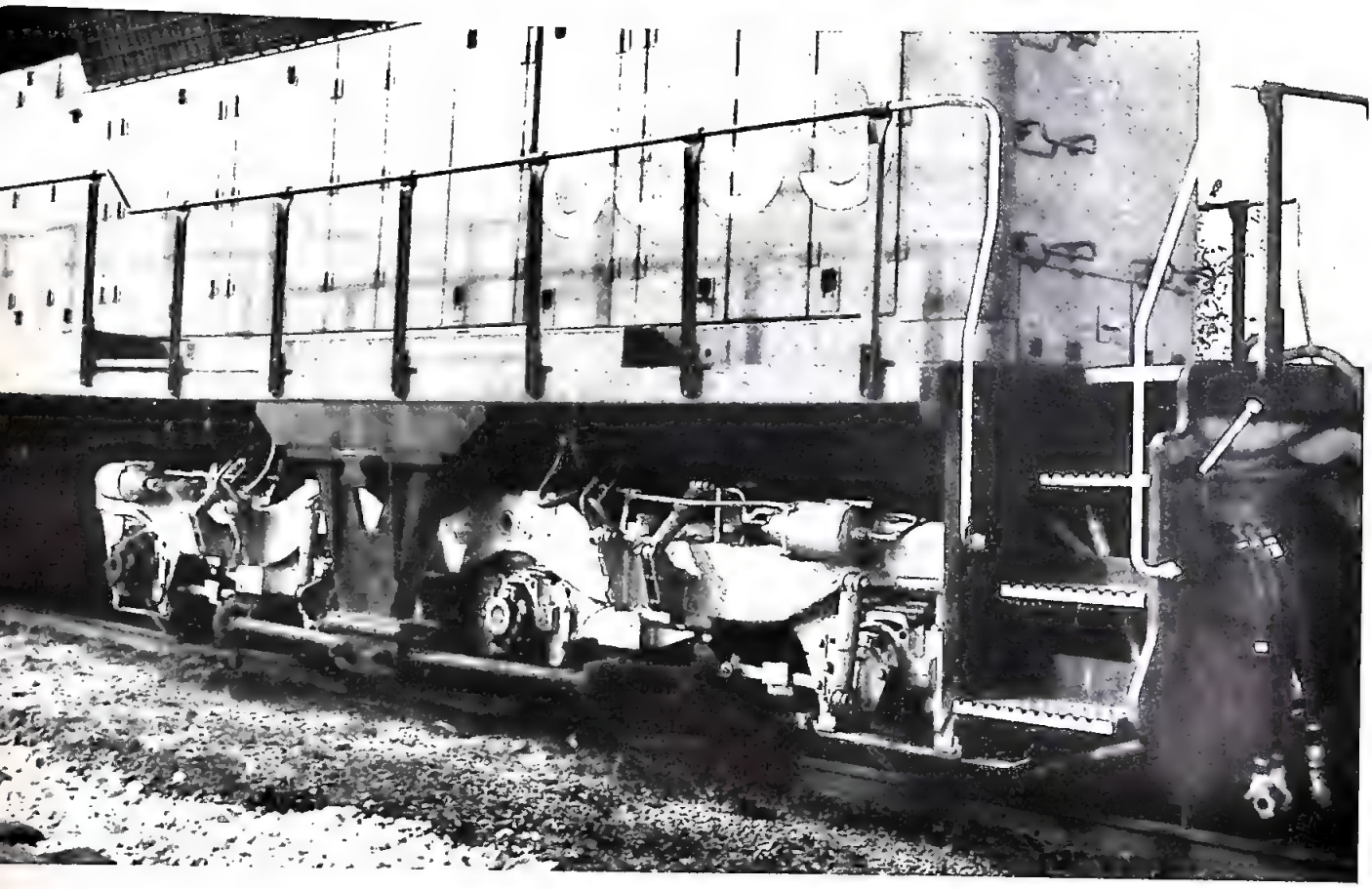
THE PROTOTYPE HTBB truck on the erection floor at La Grange shows the two sub-trucks built up from cut-down SD trucks. The carbody stanchion, traction rods and bell cranks (below left), plus a center hinge between the sub-trucks, guide the truck and transmit the pulling force to the carbody—the span bolster, which can't be seen, only supports the unit's weight. BN 6599 first left La Grange (below) with trucks painted silver.

trucks that were as compact as possible that would still use standard components and traction motors. An all-new span bolster casting was produced to support the carbody on the new truck.

A significant difference between the HTBB and other diesel trucks is that it does not transmit its pulling force to the carbody through the bolster. Instead, a heavy stanchion is brought down from the carbody frame outside the truck. The pulling force of the truck is transmitted through "traction rods" to the stanchion, permitting the span bolster to float between the sub-trucks, supporting only the weight but not transmitting any of the pulling force.

The self-guiding characteristic of the sub-trucks is accomplished through bell cranks on the outboard centers of each sub-truck. The traction rods to the carbody stanchions are linked to the outer ends of the bell cranks, and the inner ends of the bell cranks are linked by a





rod to their counterparts over the opposite rail. This establishes a pair of interlinked parallelograms that cause the sub-trucks to rotate equally in relation to one another when entering a curve. The resistance to rotating the truck in this manner is substantially less than through a conventional center bearing on a bolster. The experimental GM10B electric, 1976, used a similar traction rod arrangement on its center truck, and the unit was well known for its extremely smooth ride.

So far, the only locomotive equipped with an HTBB truck is BN 6599, presently assigned out of Havre, Montana. The first application of the new truck is expected to be on the DDM45s of the Vale do Rio Doce's Vitoria Mines railway in Brazil. The DDM45s are 3600-h.p. SD45s riding on meter-gauge rigid "D" trucks, similar to those under the UP Centennials. After 15 years of service, the well-liked DDMs are up for massive overhaul, and the HTBB truck conversion could make them better than ever.

For future domestic use, EMD is exploring a number of options. The obvious application would be in a "Super SD40" with the new 16-cylinder 710 engine beefed up to something over 4000 h.p. and riding on a pair of HTBBs for a B+B-B+B wheel arrangement. Such a unit could work nearly everywhere with its flexible trucks and be the equivalent of a pair of GP38s with the fuel efficiency of one 16-cylinder engine instead of two. It would make a great unit for the coalfields.

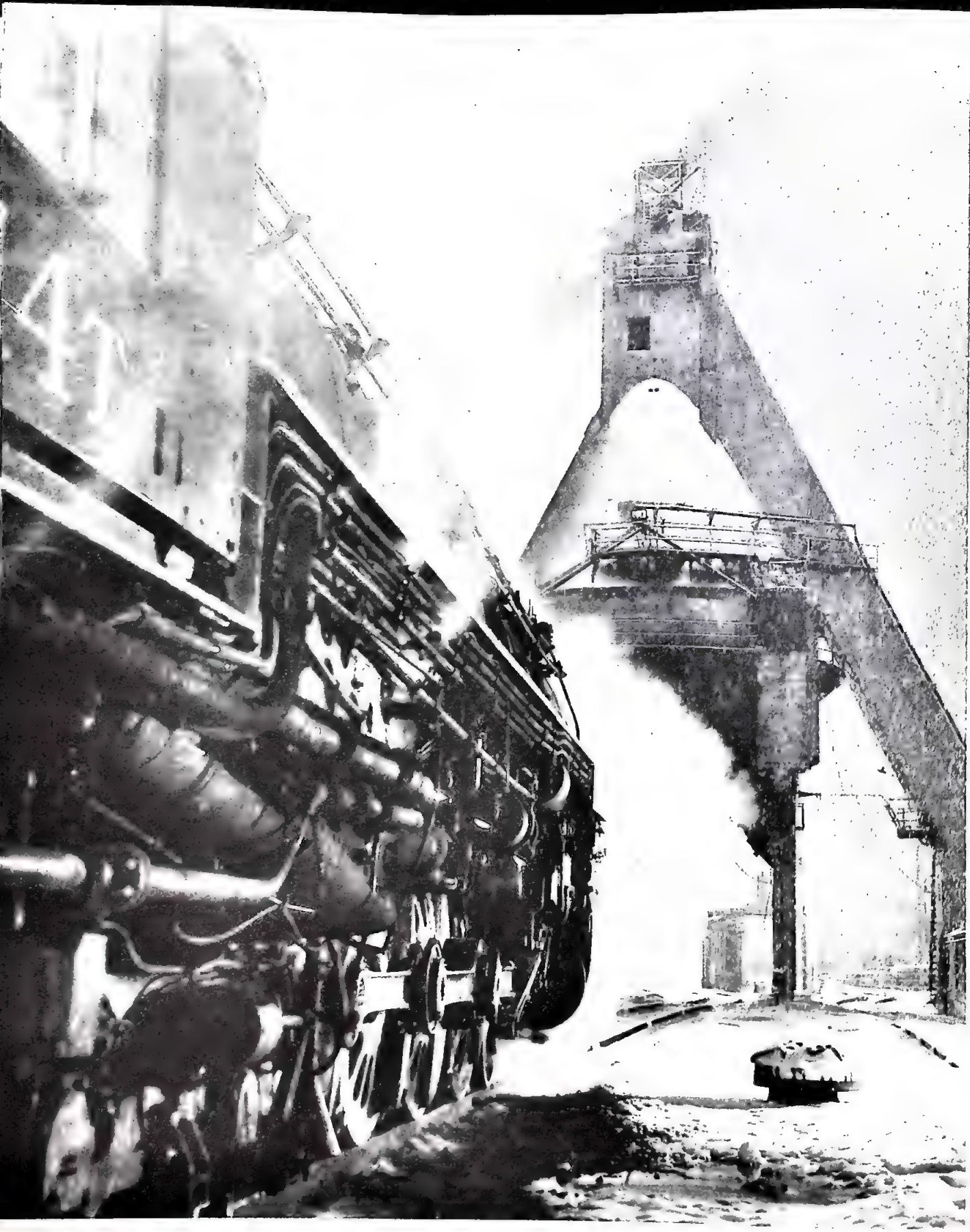
For roads concerned with wheel and rail wear from their big fleets of SD40s, how about a BN 6599-like conversion with one "B" and one HTBB truck? Perhaps an all-new B-B+B might find its way into the La Grange catalog.

EMD hasn't hinted privately or publicly about what it has in mind for the HTBB, but the 6599 has already put over 12,000 miles of very satisfactory testing behind it. It wouldn't be too surprising within the next decade to find big-footed eight-motor diesels plying something other than the UP main line.

LIKELY CANDIDATES to be equipped with the HTBB truck are the DDM45s of the Vitoria a Minas meter-gauge ore-hauling railroad in Brazil. The first 20 of these units were built in 1970 and are up for heavy overhaul. The top photo shows more detail of BN 6599.

RAILPACE TOM NEMETH

THE EASTBOUND *CARDINAL* overtakes American Coal Enterprises' C&O 4-8-4 614T at Crown Hill, W.Va., on January 18, 1985 (for another view of this, see page 46). This "Photo Line Special" is devoted to the 614T's month of testing on the C&O during January 1985; the story of this venture was told in detail in our May 1985 issue.



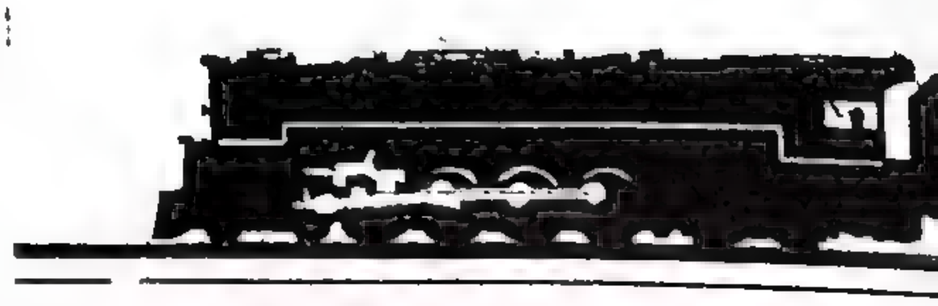
RAILS AFTER DARK

Photo Line

HOWARD PINCUS

RON PISKOR

THE WINTER WEATHER provided unusual opportunities for photographing steam in action. Many roads paralleled portions of the run, permitting side-by-side pacing such as (above) eastbound out of Chesapeake, on January 18 with 38 loads of coal in tow. The next day the 614T had 90 empty hoppers westbound through Thurmond (left), past the summer resort "Bankers Club" hotel. The snow was falling at 5:15 a.m. (far left) as she waited the morning call at Hinton, W.Va., facing the old concrete coaling tower.



HOWARD PINCUS

SUNSHINE WAS RARE during January 1985 in West Virginia, but it had its moments, such as the eastbound 614T on a curve near Handley (top) on January 15, or meeting SD50s (top right) at Barboursville. A light snow was falling on January 19 (right) as the 614T stormed westward past the wood-frame Catholic church at East Bank. The previous day, the eastbound 614T was overtaken by Amtrak's *Cardinal* at Crown Hill; a photo taken moments later from the Amtraker is on page 43.

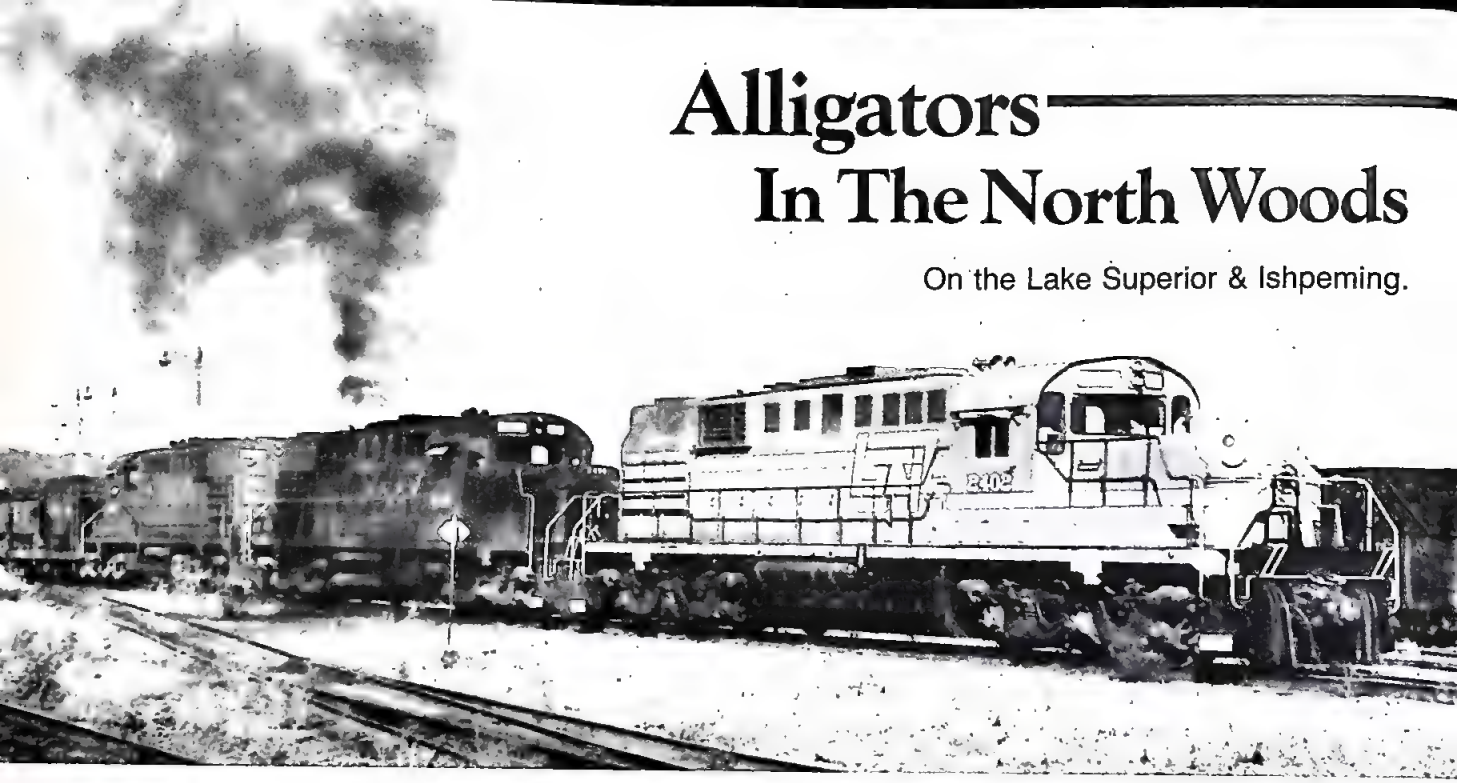
Photo Line

JOHN N. MONTAGUE JR.

RON PISKOR

Alligators In The North Woods

On the Lake Superior & Ishpeming.



PHOTOGRAPHY SANDY BURTON, EXCEPT AS NOTED

by Sandy Burton

Hidden away in the north woods of Michigan's Upper Penisula is a remarkable little railroad, the Lake Superior & Ishpeming. Perhaps the most remarkable aspect of this line is its lack of acclaim in the railfan community. Where else in the mid-1980s can you find three-unit consists of six-motor Alcos and early GEs operating daily in heavy tonnage service? And more remarkable is that the newest locomotives, their last U23Cs, were built in 1970. This iron ore hauler, despite being a veritable operating museum, has gone relatively unnoticed by railfans, perhaps due to the nearness of the C&NW's C628 operations.

Heritage

The history of the LS&I is tied directly to the development of the Upper Peninsula iron mining industry. Iron ore was first discovered in the area in 1844 near Ishpeming and Negaunee, and initial mining operations began the next year. However, the area was sparcely settled—only 150 people lived in Marquette County in 1851—so development was slow. In 1855 the canal at Sault Ste. Marie opened, allowing direct shipment of Lake Superior ore to ports on Lake Huron and Lake Erie. Previously ore had to be unloaded, moved by land around the rapids and then reloaded to lake boats at Sault Ste. Marie.

The first railroad in the area was the Iron Mountain R.R., which opened in 1851 between Eagle Mills and Marquette. An ore dock built by the Cleveland Iron Mining Co. was enlarged and connected to the railroad. This dock was sold in 1882 to a predecessor of the Soo Line and was eventually torn down. In 1864 the C&NW line from Escanaba to Negaunee opened.

Financial conditions in the U.S. directly influenced the development of the peninsula. Because it drained away manpower for the army, the Civil War initially had a depressing affect on the iron industry. However, business quickly revived until the panic of 1873. Protectionist tariffs restimulated the industry resulting in significantly increased shipments in the 1880s. Overexpansion caused another panic in 1892, which closed down nearly all the mines in the area once more. By 1896 business had revived.

The Lake Superior & Ishpeming Railway Co. was formed in 1892 by the Cleveland Cliffs Iron Company (a successor of the Cleveland Iron Mining Co.) in partnership with the Lake Angeline Company (both were area ore mining firms). Construction began in 1895, and in 1896 the line from Presque Isle to Ishpeming was opened. A wooden dock was built in the excellent harbor at Presque Isle, two miles north of Marquette, for the shipment of ore, and more than a million tons of ore were shipped that first year.

Meanwhile, the Munising Railway was being built between 1895 and 1897 from a junction with the C&NW at Little Lake to Munising on the shore of Lake Superior about forty miles east of Marquette. The railroad was purchased by the Cleveland Cliffs Iron Co. in 1899.

In 1900 the Marquette & South Eastern was organized by CCI, which built a line southeast from Marquette to a junction with the Munising Railway. A line was also built to Big Bay on the shore of Lake Superior about 25 miles north west of Marquette.

In 1911 the M&SE and the Munising Railway were merged into the Munising Marquette & Southeastern Railway Co. Rather than iron mining, these lines supported the forest product industries in which CCI had an interest, including sawmills, a tannery and a paper mill.

CCI placed all its railroad operations into one company in 1923 with the merger of the MM&SE and the LS&I. The new company was called the Lake Superior *and* Ishpeming Railroad Company. (The "and" was changed to "&" in 1949.) The two merging companies had 173 miles of main line track, 140 from the MM&SE and a mere 33 from the LS&I.

The Big Bay branch line was sold in 1963 to the Marquette & Huron Mountain Company after shipments of forestry products disappeared. The line had been operated as a steam tourist attraction until its principal owner died in the spring of 1984. Its stable of ex-LS&I 2-8-0s was just recently auctioned off to a handful of museums and a scrap dealer.

All tracks east of Marquette were abandoned in 1979 with the exception of a five-mile portion from Munising to Munising Junction on the Soo's Ashland branch.

While the lines serving the forestry industry were dimishing, the iron ore lines were expanding. In 1949 the LS&I

obtained one-half interest in ten miles of C&NW's Michigaumee Branch west of Ishpeming, and over the next three years ten miles of track were constructed from Duncan (on the C&NW) to Humboldt Mine and Republic Mine. Tracks serving the Eagle Mills Pellet plant were built in 1954-55, Empire Mine at Palmer was reached in 1961, and the Tilden Mine tracks were completed in 1974.

In 1912 a new concrete ore dock had replaced the then-obsolete wooden dock which had been built 16 years before. The new dock's innovative design enables it to operate efficiently even today, more than 70 years later. The dock is 1250 feet long and 60 feet wide, with 200 ore pockets (100 on each side) on 12-foot centers. Each pocket can hold 250 tons of ore, giving the dock a total capacity of 50,000 tons. There are four tracks on the dock, which is reached by an embankment (nearly a mile long on a 1.5% grade) and a 600-foot-long trestle. Over 4,000 tons of ore can be loaded into a ship in an hour, which compares to a 675-tons-per-hour average in 1899. Total annual shipping capacity is estimated to be 7,000,000 tons, though the largest annual shipment of 6.37 million tons occurred in 1967.

In 1975 a ship unloading facility was constructed next to the ore dock at Presque Isle. It is used principally to deliver coal to the Upper Penisula Generating Company's power plant, located adjacent to West Yard. With the addition of this facility, the power plant expanded onto the property used for the LS&I shops. New shops were built at Eagle Mills, and all LS&I service activities moved there in mid-1976.

Today the LS&I has 59 miles of track, though since the Republic and Humbolt Mines are currently closed, only about 40 miles are used regularly. If you exclude the five-mile isolated branch in Munising, the LS&I Railroad of today is just about the same size as the LS&I Railway of 1923.

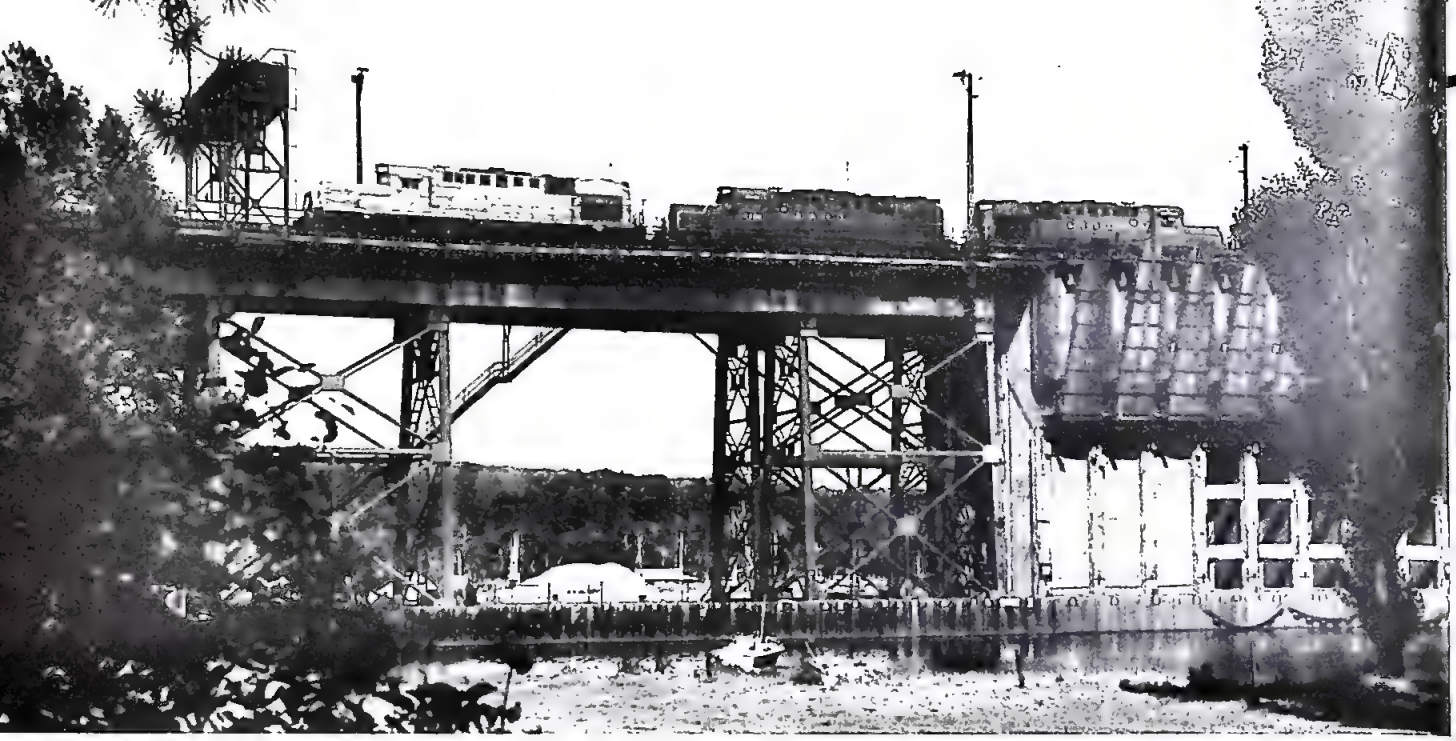
THE DOCK JOB has just returned to West Yard (left) in Marquette from the ore dock with three Alligators (see color on page 67). A few minutes behind the RSD12s shown on the cover, the westbound Hill Job crosses Morgan Trestle with three U23Cs on July 19, 1984.

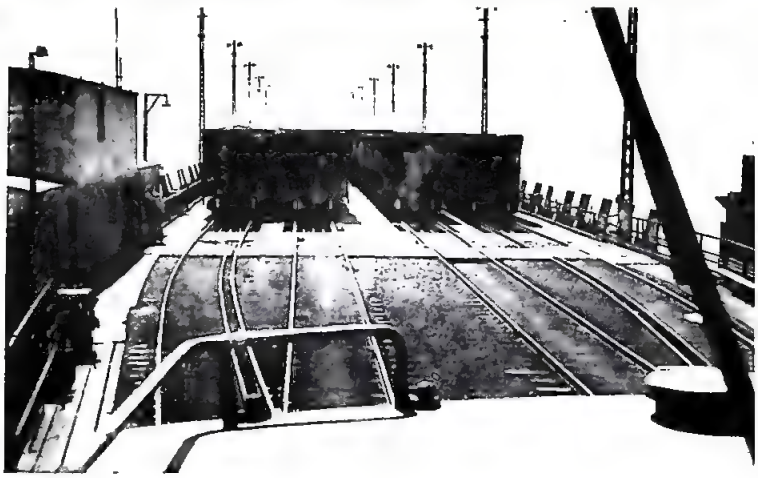
BARBARA BURTON

Current operations

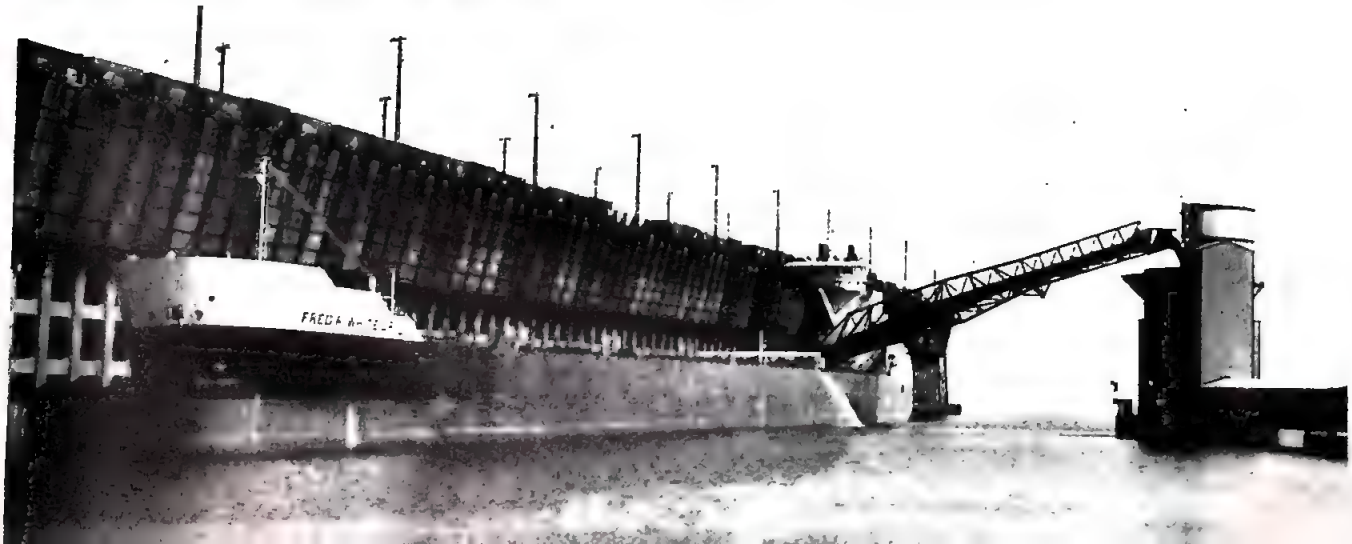
Today the traffic on the LS&I consists principally of taconite ore pellets from Tilden Mine to the ore dock in Marquette or to the interchange with the C&NW at Partridge Siding for shipment to the Escanaba dock. Not only are the Republic and Humbolt Mines closed, but so is the Eagle Mills Pellet plant. Almost all pellets from the Empire Mine, when it is in operation, are being shipped via the C&NW. The depressed state of the U.S. steel industry has had a devastating impact on the economy of the Upper Penisula, as one mining facility after another has shut down. Inbound traffic is largely supplies and coal for the mines. The Munising branch serves the Kimberly Clark paper mill at Munising.

Operations during the ore shipping season are quite straight-forward. Even my non-railfan wife had things all figured out by the end of a three-day visit in the summer of 1984. Normally four crews are working, each with a three-unit power consist. One job works West Yard and the ore dock; it is called, appropriately, the Dock Job. The Hill Job moves 120-car trains of ore jennies between the yard at Eagle Mills and West Yard. Two roundtrips per shift were customary in 1984. The Tilden Job operates with 60-car trains between Eagle Mills and Tilden Mine. The fourth crew, the Yard Job, handles interchange with the C&NW at their Euclid Yard in Ishpeming, miscellaneous work at the Eagle Mills shops and usually a trip or two to Tilden Mine as time permits. In addition, an extra crew may be called for a special job. I encountered one last summer called the Coal and Scale Job. It was testing the scales on the line with two pieces of test equipment bor-





THREE ALLIGATORS work the Dock Job (top) on July 19, while three U23Cs were used the day before (left and above), as the dock was viewed from the cab of 2304. The bulk carrier *Fred R. White Jr.* (below) is unloading power plant coal before taking on iron ore from LS&I's Presque Isle dock.



rowed from the C&NW and a 20-car shipment of coal which was to be delivered to an on-line customer.

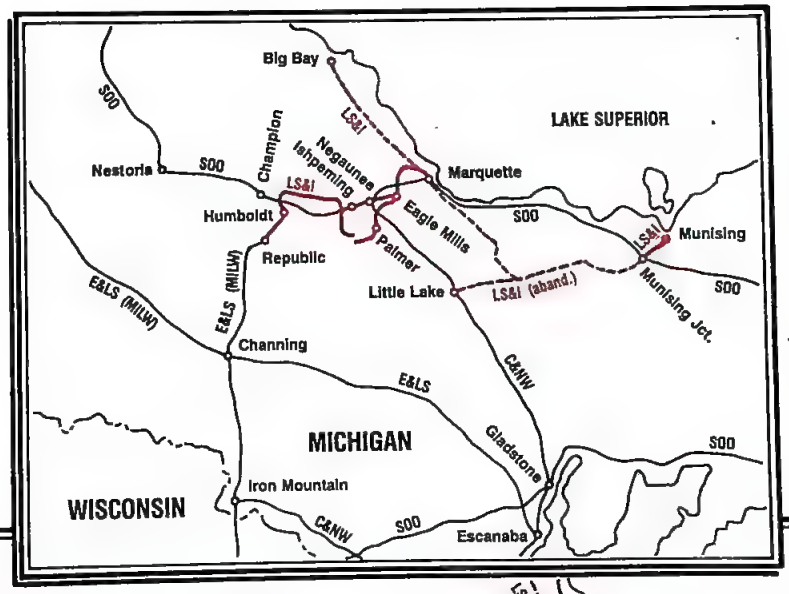
In addition to these jobs, there is also a Munising Job which works the isolated branch serving the Kimberly Clark mill. Normally there are only two or three hours of work in Munising, and the crew is finished before noon.

A sample line-up from the summer of 1984 is as follows: Hill Jobs at 6:30 a.m. and 2:30 p.m.; Tilden and Dock Jobs at 7:00 a.m. and 3:00 and 11:00 p.m.; Yard Jobs at 7:00 a.m. and 4:00 p.m.; and a 9:00 a.m. Munising Job.

With the retirement of the last road conductor, the entire railroad has been designated as being within yard limits. Thus any crew can, and does, go any place on the railroad. Consequently the names of the jobs may have nothing to do with what the crew is actually doing. During our visit, all of the morning crews worked their normal jobs. However, the afternoon was something else! A number of ore jennies, which had been leased to the E&LS, had to be dug out of sidings in Negaunee where they were stored and delivered to the C&NW at Euclid Yard in Ishpeming. This work was assigned to the 3:00 p.m. Dock crew, which was taxied to Eagle Mills. There was normal yard work and more cars to go to the C&NW. The 4:00 p.m. Yard Job handled this chore as would be expected. The 2:30 p.m. Hill Job ran through from West Yard all the way to Tilden Mine. Meanwhile the 3:00 p.m. Tilden job ran light to Tilden ahead of the Hill Job and started making up a 120-car train of loads for the Hill Job's return trip to the dock. The Tilden Job then shoved the Hill Job with its loads out of the mine, returned to the mine light and took more loads to the C&NW at Partridge Siding. Using pushers out of Tilden Mine is not an unusual occurrence, usually happening when a Tilden Job and a Yard Job are both at the mine. Sometimes the pushers come all the way back to Eagle Mills; other times they cut off and do more work at the mine. Ore jennies destined for the Escanaba dock from Tilden Mine are handed-off to the C&NW at Partridge Siding near Palmer, though empties are returned to the LS&I by the C&NW at Eagle Mills Yard.

The key to keeping track of what is going on is by staying tuned to the LS&I's radio frequencies on your scanner (160.230 and 160.950). All moves are controlled by the CTC operator at Eagle Mills, incldiung moves over trackage jointly-owned with C&NW and Soo. In fact, moves for all three railroads on the joint trackage are controlled by this operator, though each railroad uses its own radio channel.

Another consequence of the entire railroad being within yard limits has been the elimination of cabooses from all jobs. Three green steel cabooses were stored at Eagle Mills last summer, and I found a beautifully-maintained yellow wooden caboose sitting in West Yard.



CHARLES T. FELSTEAD

Motive power

The most intriguing aspect of the LS&I to me is their motive power. Dieselization began in 1949 with the purchase of a trio of Alco RS2s. A second order from Alco brought two RS3s to the property a year later, and three RS1s were added in late 1951. Over the next few years five more RS3s were added to the roster. This essentially ended the LS&I steam era, dominated by brutish 2-8-0s.

Six-axle power started arriving on the LS&I in early 1957 with the purchase of a pair of RSD12s (DL702s) with Alco's new 251B prime mover. Two more RSD12s followed from Schenectady, one in 1959 and one in 1963. The 1963 unit, 1804, was the last RSD12 built before the introduction of the Century 628. It has no external intercooler on the side of the hood, and its carbody filters are placed together in groups of three in the style of the RS32/36 models. It is the only RSD12 anywhere with these spotting features.

In 1964 the LS&I left the Alco camp to purchase a pair of General Electric U25Cs. Prior to this time the road's paint scheme had been red with a broad yellow stripe around the hood (see the RS2 in Kalmbach's *Diesel Spotter's Guide*). The U25Cs, however, were delivered in solid yellow with a red frame stripe (see page 67). Roster data is sketchy, but at least one of the RS3s (1607) was traded to GE on the U25Cs.

The road turned to the used locomotive market for the first time in 1966 with the purchase of ex-Rock Island RS3 466, which had been a trade-in to GE. This unit became LS&I 1611, which had a brief career on the road before going to Rail To Water Transfer in Chicago as 102 in 1972. It was subsequently sold to Mexico.

More new power arrived in 1968 in the form of GE's first U23Cs, the first domestic application of the twelve-cylinder FDL prime mover. Apparently unhappy with the old yellow-and-red and the solid yellow of the U25Cs, the LS&I had adopted a simple rusty maroon as its new color scheme, and the two U23Cs were the first new units delivered in that livery.

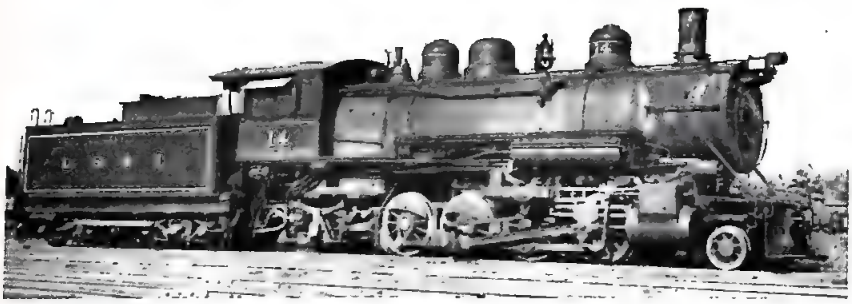
Another U23C was purchased in 1969, and two more followed in 1970, bringing the total to five. This was the last new power purchased by the LS&I, and the U23Cs are the newest power on the road today.

The LS&I returned to the used locomotive market in 1972 when its leasing subsidiary, LASCO Development Corporation, acquired six ex-C&O/B&O RSD12s. Included was the first RSD12 built, LS&I 1850, which had started life as C&O 6700 in 1956. Four of the RSD12s went to work on the LS&I, while the 2014 and 2016 were leased (and ultimately sold) to the Utah Railway. The four LS&I units were initially numbered 1800 and 1805-1807, bracketing the LS&I's originals, 1801-1804. But in 1978 the ex-C&O/B&O units were renumbered 1850-1853.

In 1975 the Santa Fe began disposing of its sizeable fleet of RSD15s (DL600Bs), and six of the venerable "Alligators" found their way to the northern woods. All were given the maroon livery as they were put to work.

Today all the RS1s, RS2s and RS3s are gone from the roster except RS3s

H. STIRTON, COLLECTION OF CHARLES T. FELSTEAD



MIKADO 14, one of only two 2-8-2s in a fleet dominated by 2-8-0s, had 44" drivers and 35,224 lbs. tractive effort. A typical 2-8-0 was 29, with 50" drivers and 44,500 lbs. T.E.—not including the tender booster. LS&I had four huge 2-8-0s, 30-33, with 55,900 lbs. T.E. and 50" drivers; the 33 operates today on the Hocking Valley Scenic in Ohio. Ironically, the LS&I's largest steamers were three 2-10-2s from the old Hocking Valley.

H. BENGER COLLECTION OF CHARLES T. FELSTEAD

1604 and 1608. They are used to cover the Munising Branch where restrictive bridge loadings prevent the use of the heavier C-C units. Only one RS3 is used, with the other serving as a back-up engine. The active engine is kept inside at the Kimberly Clark plant when not in use, while the other is at Eagle Mills. Presently 1608 is stored unserviceable while 1604 covers the Munising Job.

All the C-C units are still on the property. However, U25C 2501 suffered an engine explosion in 1982 and has not run since then. U23C 2301 is also out of service with serious prime mover problems. However, both units are in for major overhauls. In 1967 RSD12 1801 was rebuilt with a home-made chopped nose and a 2000-h.p. prime mover.

Today you'll find three paint schemes on the LS&I. The solid maroon of 1968 is the standard, still worn by 14 units in varying shades of weathering. In 1978 a new stylized herald was introduced on a green paint scheme with yellow and white trim—the ex-C&O RSD12s were the first to get the new image along with their 1850-series numbers. As of early 1985, the 1850-1853, 1802 and 1804 are in the green livery, along with the 2300. That will likely be the total of units to wear the green, for in 1984 the 2402 was outshopped in the same styling but with a bright red instead of the green for the body color (see page 67). In the shop in mid-1984 and expected to receive the red when their overhauls are completed were the 2404, 2301 and 2501.

In the summer of 1984 five three-unit consists were normally available for service. Four were matched sets, one of U23Cs, one of RSD15s and two of RSD12s. The fifth set was a mix of U25C, U23C and/or RSD15. Of course, monthly inspections, breakdowns, etc. changed this arrangement.

Today the LS&I is still operating their first RS3, built in the first production year of the model. They have the first *and* last RSD12s built and the largest fleet of RSD12s operating in the United States. They have the first U23C built and six of the eight unaltered RSD15s operating in this country. (The ATSF also has three repowered Alligators operating and one more saved for preservation.) And they have two of the few U25Cs still in operation. Are they the only ones not on the L&N? Where else can you find such a notable collection of locomotives on one roster—a roster of only 23 locomotives?

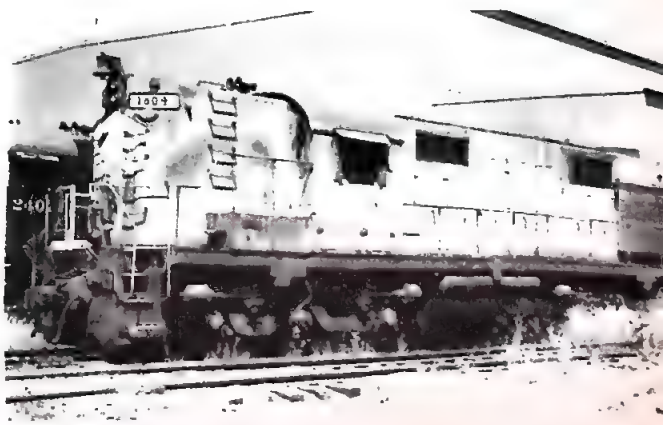
diesel roster

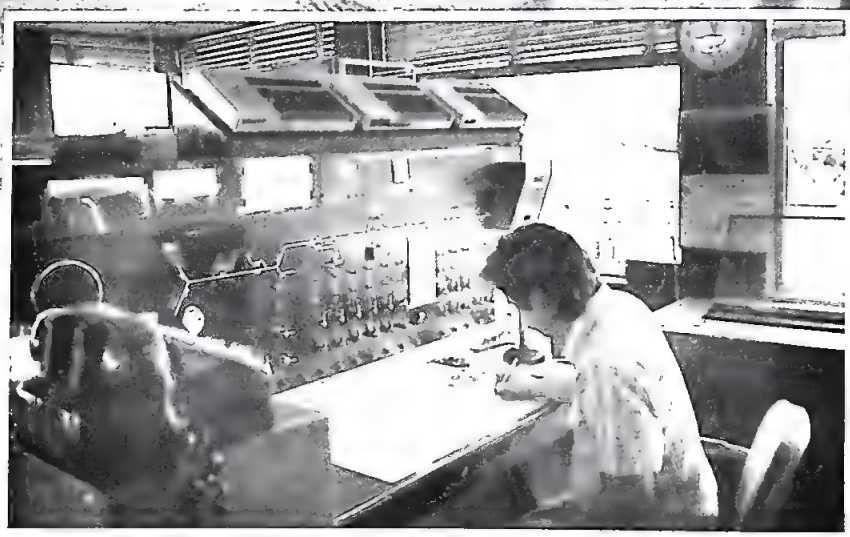
Number	Model	Built	Notes
1501-1503	RS2	4/49	Off roster.
1604-1605	RS3	9/50	1604 in service 1985. 1605 off roster.
1001-1003	RS1	12/51	Sold 1967. 1001 Sabine River & Northern; 1002 and 1003 became Calumet & Hecla 205-206.
1606-1607	RS3	5/53	1607 to GE for 2500, 1964. 1606 off roster.
1608	RS3	5/54	Stored unserviceable.
1609-1610	RS3	9/55	1609 to Continental Grain 207 in 1974. 1610 off roster.
1801-1802	RSD12	2/57	Delivered in red and yellow.
1803	RSD12	11/59	
1804	RSD12	4/63	Last RSD12 built by Alco.
2500-2501	U25C	5-7/64	Delivered in yellow.
1611	RS3	9/50	Ex-RI 466 to LS&I 1966; sold to Rail to Water Transfer 102 in 1972; later resold to Mexico.
2300-2301	U23C	3-4/68	Delivered in maroon.
2302	U23C	9/69	
2303-2304	U23C	9/70	
1850-1853	RSD12	4-5/56	To LS&I 1972. C&O 6700-6703 became C&O/B&O 2007-2010; initially numbered LS&I 1800, 1805-1807; renumbered LS&I 1850-1853 in 1978.
2014, 2016	RSD12	5/56	To LS&I/LASCO 1972. To Utah Ry. in 1974 to become Utah 600-601. 2014 acquired from GE.
2400-2405	RSD15	1959-60	To LS&I 1975. AT&SF 9802, 9807, 9841, 9844, 9810 and 9838; originally AT&SF 800-series with same last three digits.

Visiting the LS&I

Railfanning on the LS&I can be a very enjoyable experience if you follow one simple rule: obtain permission *before* you go on to the property. A call or letter to the company offices in Marquette will put you in touch with the proper official. Once you have a release, which is to be displayed whenever you

THE FIRST AND LAST RSD12s built by Alco are rostered by the LS&I. The 1850 was built in 1956 as C&O 6700 and came to the LS&I in 1972. The 1804, the last RSD12, was bought new by the LS&I in 1963. Note carbody filter variations between units.





OPERATOR GARY KOEPP mans the CTC board at Eagle Mills—note the three radios atop the panel: LS&I, C&NW and Soo. Outside his window, the 2:30 Hill Job pulls in from Tilden Mine behind three Alligators. The C&NW gets into the act at Eagle Mills (**bottom**) with ex-N&W C628s passing LS&I RSD12s.

are on the property, you are free to go almost anywhere on the railroad. If you are found on the property without a release, you will be promptly escorted off or worse. One cool morning I covered up my release when I put on an extra jacket, and I was challenged by a company official in a matter of minutes. Enough said. Just get your release!

Photographic opportunities abound around the ore dock just north of downtown Marquette. The dock juts southeast into the Presque Isle Harbor, so it is well lit on the south side from midmorning for the rest of the day. It is adjacent to a beautiful park and beach area which will help entertain any nonrailfan members of your party.

At the foot of the mile-long approach-fill to the dock is West Yard, reached by a road just north of the Marquette & Huron Mountain depot. The Dock Job will be found here if it is not on the dock itself, and the Hill Job also lays over here between runs. When the Alligators are assigned to the Dock Job, this is the place to be if you are turned on by Alco sounds. Their 251Bs burble away with their whistling turbochargers while the crew takes a coffee break. Then it is back to work as they tie into a cut of hoppers. Forty-eight cylinders of Alco power pulling loads up the grade from the holding yard make a splendid sound. Of course, there is plenty of Alco smoke, and the sun is great in the afternoon.

Just west of the yard the line crosses the road from Marquette to Big Bay. Then it is into the woods for several miles before the tracks swing south and cross over U.S. 41. Access to the tracks on this stretch of the railroad is limited to a few dirt roads to camps along the Dead River or, as the Chippewas called it, the River of Dead Spirits.

The railroad spans the Dead River on a 104-foot-high trestle which was first built during the winter of 1895-96. The 564-long span was rebuilt in place in 1916 with steel beams replacing the original wooden beams. Access to the trestle requires a significant hike through the woods, and once you reach the trestle, photographic possibilities are limited by the dense undergrowth and the steep walls of the gorge.

The next easy access to the railroad once it crosses U.S. 41 is the grade crossing at Rt. 492 just east of the Ea-

gle Mills Yard. Here you can walk in about a half mile north along the tracks to the Morgan Trestle for a nice morning shot. The Morgan Trestle is not as big as the Dead River Trestle but is certainly more accessable and photographable.

Between U.S. 41 and Morgan Trestle is the Pine Hill Scale. This is a "weigh-in-motion" operation which uses an infrared scanner to read ACI (Automatic Card Indentification) labels on the rolling stock. All of the information from the scales is received by teletype at the various offices requiring the data for dock and boat loading operations. This is one of the few successful uses of ACI labels, which were tried a decade ago by America's railroads and abandoned as too difficult to maintain.

At Eagle Mills you are likely to find any of the railroad's power. Between 2:00 and 3:00 pm. most of the jobs tie up for the shift change, and roster shots are readily available. The dispatcher (i.e. yardmaster) and the CTC operator are located in a tower at the yard. They are the best source of any information you might want on train movements. I found all personnel to be very friendly—just be sure you have your release.

The line to Ishpeming crosses Michigan Rt. 35 just south of its intersection with Rt. 492 at the west end of the yard. You can follow the tracks on Rt. 492 until it intersects with U.S. 41 and then on 41 all the way to Euclid Yard in Ishpeming. There is a nice cut in back of the National Guard facility in Negaunee, and at Ishpeming there's a high bank looking down on the tracks which is a favorite spot for railfans. Unfortunately there is not much traffic on this segment of the railroad these days.

The line from Eagle Mills to Tilden Mine also crosses Rt. 35 as it leaves the yard about a mile south of Rt. 492. This is a good spot to catch the 3:00 p.m. Tilden Job. If you *hurry*, you can also catch him crossing under Rt. 480 west of Rt. 35. It is about three miles away by road, but you are taking two sides of a triangle while the railroad takes one. Just beyond this bridge is Palmer Junction where the C&NW line to Euclid merges with the LS&I for a short run down to the Empire Mine in Palmer. You can reach the junction by following local roads just after you pass under the North Western. The LS&I comes out of a tight cut just before the juction.

The railroad then returns to the woods once more. The next access is at Palmer on Rt. 35 where the LS&I skirts the Empire Mine on a fill. There is a morning shot in back of the Little League baseball field. Try a wide-angle lens for variety.

The last grade crossing before Tilden Mine is at the entrance to Empire Mine. In the afternoon you can shoot the other side of the fill with the holding yard at Empire Mine in the foreground. The LS&I makes almost a 90-degree turn before entering the well-protected Tilden Mine property just beyond this crossing.

In addition to the presence of rare motive power operating on a fairly predictable schedule, there is one more enducement for railfanning on the LS&I next summer: the number of daylight hours available in the Upper Penisula. Being far to the north, the days are very long in the summer. Couple that with the fact that *Eastern* Daylight Time is observed in the Marquette area and you can railfan from 7:00 a.m. to 9:00 p.m. in full daylight. You have to be careful to stop in time to find an open restaurant for dinner. Of course, if you want to set-up for a night photography session, you have to wait until at least 10:30 p.m. before it is dark enough. And come prepared for giant-sized mosquitoes!

It should be pointed out that when the ice closes down shipping on Lake Superior, activity on the LS&I dimishes to almost nothing. The shipping season ends sometime in December and does not resume until early April.

It is hard to predict the future of the LS&I and its intriguing roster. The well-equipped shop at Eagle Mills is capable of keeping the Alcos and GEs running for the foreseeable future. However, they must have ore to haul. Operations at the still-open mines are continually being cut back as foreign competition keeps the U.S. steel industry in a depressed state. If steel revives, it seems likely that Alligators will roam the north woods for several more years.

JIM BOYD

THE MUNISING JOB was entering Marquette in August 1972; RS3 1608 is one of two left on the roster, but this line along the shore of Lake Superior is abandoned. Homechopped RSD12 1801 (below) compared noses with ex-AT&SF 2405 at Eagle Mills in 1984.

by R.A. Oom

This was the third straight day of rain in North Carolina, as I was poised at Melrose on January 4, 1985, to photograph a Belmont unit coal train descending the legendary Saluda Hill. An early morning mission to photograph Governor Jim Martin's inaugural special (F40s, Amfleet and an SR office car) out of Asheville had brought me out into this awful weather, and I decided to try for more photos rather than succumb to "cabin fever." I'd overtaken the eastbound coal train as it stopped to set up retainers at Paces Crossing atop the hill, and I was now ready for the classic shot at Melrose where the tracks cross the North Pacolet River bridge.

I set up on the weed-covered safety track, which offered the best photo angle. Saluda Hill, at 4.7%, is the steepest main line grade in the U.S., and the safety track—sometimes referred to as a "runway track"—is interlocked with a timing circuit. The switch remains lined for the safety track until the downbound train has spent the proper amount of time in the circuit, guaranteeing that the brakes are functioning and the train is under control. The automatic switch then routes to the main line, and the train passes uneventfully.

The headlight of my coal train appeared around the bend up on the mountain, visible through the trees. Presently, it swung into sight. Of course, it was now raining harder as I shielded my camera under my coat while the train made its slow descent.

Now the train is on the Pacolet River bridge. The tension builds . . . cock the camera . . . check the focus . . . get

SURPRISE! Photographer Bob Oom is startled to discover the coal train is heading up the runaway track. The train stops with the fourth unit (below) just clear of the switch points.

PHOTOGRAPHY R.A. OOM

Incident on Saluda

ready. What! It's coming right at me on the safety track!

At almost the same instant I'm off the track and the train is stopped. Now I can bang off a couple of photos. Three of the coal train's four SDs have crossed the safety track switch, and the entire train is laid out on that 4.7% downgrade, with a three-unit radio helper set in the middle of the consist. Everything seems so quiet. The rushing water of the Pacolet seems louder than the purring of the four SDs. Above, the fog and cloud mixture seems to be lifting, and the rain has slackened.

What happened? They were certainly under control and moving slowly enough, but the safety track switch didn't throw. (I would have to wait until tomorrow for the explanation from Carolina Division Assistant Superintendent Milholen that the switch was "out of adjustment.")

Moments pass and nothing happens. I ponder solutions in my mind. One thing is certain: even with seven SDs you can't back a 13,500-ton loaded coal train up America's steepest main line grade (an SD40 is rated at 540 tons up Saluda, and those seven units would have been good for only 3780 tons).

The "fix" is remarkably simple, since the trailing unit has not yet fouled the switch. The three lead units are uncoupled and pulled into the safety track, clear of the main line. Leaving the rest of the train tied down on the hill, the remaining SD (SD40-2 3256 in Norfolk Southern livery) pulls up the main and into the siding with about a half-dozen hoppers, providing enough room between the stalled train and the safety track switch to let the three captive units back against their train with enough room to clear the switch.

They do just that, and with the train intact begin to ease down the hill. This time I am able to get the photo from the safety track that I'd anticipated in the first place. The train rolls down the main to the east end of the passing siding, where the stray SD40-2 and its handful of hoppers are properly spliced back into the consist. By now an hour had elapsed, and the mid-train radio helpers are stopped on the Pacolet River bridge.

I use the underpass to drive to the other side of the train and walk up to where the units are being reassembled. The engineer acknowledges that the switch simply "didn't throw" as it was supposed to as the train approached. We talk about "the ones that got away" in 1964 and 1971, and he asks where I am from, as my speaking of the language has no doubt signalled I'm not a native. "From Michigan," I tell him.

"Once in a lifetime . . . once in a lifetime," he repeats as he swings up into the cab.

As the train begins to roll toward Spartanburg, the clouds part and patches of blue sky appear.

HOW TO ESCAPE the runaway track without backing uphill? Pull the three fouled units up the runaway track, clear of the main line and let the fourth unit remove enough cars (bottom left) to let the three back on their train. Then let them bring the train on downhill (below) and put the fourth unit and first few cars back in place.

the book

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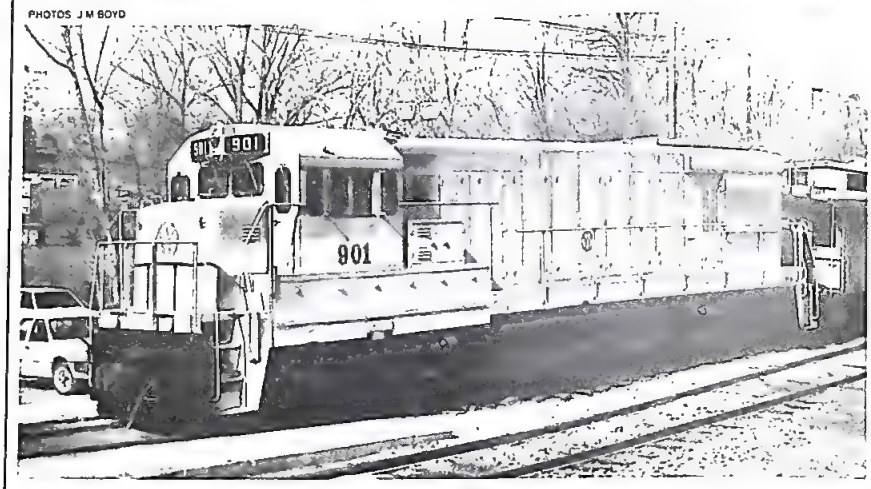

LACKAWANNA VALLEY 901 makes its debut with all lettering completed on April 12, 1985, at the Morristown, N.J., shops of the Morristown & Erie R.R. The U30B was Conrail 2888 before being bought by Al Luedtke and painted NYO&W colors for operation in Scranton, Pa.

The "O&W" U-boat

"I understand you're the fellow who would like to put old paint schemes on new units . . .". That's how it all began in October 1984 with a phone call from Al Luedtke (LOO-da-key) to the RAILFAN office. At the time, I was just wrapping up the second part of the EMD Styling Section feature for the January 1985 issue, and I'd been talking a lot about the classic Streamliner Era paint schemes at various NRHS meetings and railfan gatherings. Walter Martin, owner of a couple of very small short lines, had been in on one conversation were I'd mentioned that I wished that the Panther Valley in Pennsylvania would paint its ex-Conrail U30B 2882 into the old Lehigh & New England black with white and red.

Walter knew that his friend Al Luedtke owned that particular locomotive and passed on my comments to him. "Bill Powers, my partner in the Panther Valley, already has a paint scheme in mind for that locomotive," Luedtke explained, "but I've got prospective short line in the Scranton area and another U30B that needs a paint scheme. I'd like it to reflect the heritage of the area, and since Steamtown will likely be using the DL&W colors, do you suppose you could work up an NYO&W scheme for it?"

Talk about being handed the keys to the candy store!

I mumbled something about certainly being willing to take a shot at it, and we set up a date to look over the locomotive. On a dreary, gray Saturday, October 27, I met Al and the 2888 at the Whippany, N.J., depot of the Morristown & Erie Railroad. I'd done a little homework and brought along Don Ball's *America's Colorful Railroads* with color photos of the New York, Ontario & Western F-units, plus some photocopies of a U30B drawing onto which I'd sketched the O&W paint scheme.

The 2888 was in faded blue with its Conrail name and logo painted out. In spite of her slightly rough appearance, Al assured me that she was in mechanically sound condition. The 2888 had been built for the New York Central in December 1967 (bn. 36439) and passed through Penn Central and Conrail ownership before Al had bought it from U.S. Leasing in 1984. Although he had purchased a number of units previously for other short line operations, this was the first unit that Al had bought "on speculation," without having an immediate home for it. As with his other units, he'd arranged with President Ben Friedland to have the unit painted and prepared for service in the shop of the Morristown & Erie (famous in its own right for its fleet of Alcos, including ex-NYC C430s and ex-TP&W C424s).

We took some measurements and concluded that the O&W's gray with yellow stripe and orange "nose bib" could be made to fit the GE contours. The O&W never had a road switcher, and its GE 44-tonners and handful of EMD switchers gave little clue as to how a hood unit would have been handled. After my research into the EMD Styling Sec-

AL LUEDTKE (right) and painter Mike Mead examine photos and diagrams of the proposed NYO&W colors for 2888 on October 27, 1984.

tion, I knew that the designers were seldom arbitrary in applying colors, and they would always go with the natural lines of the unit. The side stripe on an O&W F-unit appeared to be one-half of the height of a lower side panel, and on the U30B, that seemed to be just about the height of the battery boxes, which was 19 inches. That would give us a 19″ stripe set 19″ above the frame. That put it in good position as it rounded the nose and swept upward inboard of the classification lights. It also provided enough room for the orange bib to fill out the nose.

The key to making an O&W scheme look right, however, was the round, red heralds on the nose and flank. Luedtke's new railroad would be called the Lackawanna Valley, and my challenge was to turn O&W into LV. As you can see from the photos, the solution was surprisingly easy. By breaking the left center leg of the "W", you get a round herald with a stylized "L" and "V" inside it.

With that detail resolved, Al gave the go-ahead for the project. I called Jack Wheelihan at EMD in La Grange. On November 8 I received a package from the EMD Service Department that included Styling & Painting side elevations of the NYO&W F3s of February 1947, along with full-size blueprints for the curves of the nose stripe and the orange bib. Would you believe that the yellow side stripe on an NYO&W F3 was the exact same 19 inches as the battery box of a 1967 U30B? And those nose patterns fit perfectly onto the gently curved GE nose, using the class lights as reference points and pulling about eight inches out of the center to compensate for the narrower nose. The bib was also a perfect fit, arcing down from the front step right to the center of the deck. It was amazing how well a scheme designed originally for an FT fit a U30B.

The only place we had to do some real "fudging" was on the two-inch stripe that follows the bottom of the radiator grilles on the F3 and ends in the standard EMD arrowhead beneath the cab window. No such natural line exists on a U30B, and the cab windows are much lower in relation to the radiators. Using masking tape, we tried out the stripe at a number of positions on the side and concluded that it looked the best following the natural line of the tops of the carbody doors—this also lined up with a brace through the middle of the air intake grilles just behind the cab. We debated running the stripe over the brace and stubbing it against the back of the cab and gave serious consideration to then dropping it to the center of the cab windows and wrapping it around the cab, as was often done on Geeps. But wishing to retain the distinctive arrowhead, I decided to end it on the door next to the grille, where it would be visible in the typical "three-quarter" view of the unit. I suspect that the EMD stylists would have used similar logic in applying their covered wagon scheme to a hood unit, though there's no guarantee they'd have come to the same conclusion.

Incidentally, it was fascinating to see the signatures on the blueprints we received from EMD. The 1947 Styling & Painting drawing was done by Barbara Luse, checked by Harry Bockewicz and approved by John Markestein. It was the same for the nose pattern, but Bockewicz alone did the bib and medallions, while Lee Buchholz' name was on the arrowhead.

Using the paint codes on the 1947 drawings, we were able to match the contemporary paints for the underbody black, orange bib and red lettering. That controversial carbody gray (which some swear is blue) and the yellow for the stripe are no longer listed in today's conversion codes. The yellow was rather easy to match from the paint catalog, but that gray was rough. We finally had the local Du Pont dealer custom mix a batch to match an original Ben Dedek lithograph, borrowed from Tony Koester. While the final gray turned out somewhat lighter than we'd anticipated, I think we hit the colors pretty close, for that gray has a distinctly blue cast on a sunny day. We consulted as many O&W "authorities" as we could locate as we went along in an attempt to make everything as authentic as possible.

Once the design was worked out, the real hero in our story was Tom Martin, the M&E's Master Mechanic. Working to self-imposed standards of perfection, Tommy and his crew sandblasted the entire locomotive and gave it two coats of brown rustproofing primer, sanding down between each coat. The autumn weather stayed surprisingly mild, and by the end of November they were still working outside behind the M&E Morristown shop, applying the yellow for the broad and narrow stripes. When the multiple coats of yellow were fully applied, the engine looked like a graffiti version of an O&W unit.

Then the weather turned cold, and the unit was moved into the heated shop on weekends so the yellow could be masked and the orange bib and carbody gray applied. On December 22, 1984, Ben Friedland determined that the last coat of gray was dry enough to remove the masking tape and paper. It was like unwrapping a giant Christmas present, as the masking came away and an O&W unit emerged.

Then the winter closed in and the U30B sat outside "until we get a week of 50° weather." A little work got done during a February warm spell, but it wasn't until April that real progress was made. The FRA glazing was put in the cab, and the final handrail trim and underbody painting was done. The unit was fired up for the first time in early April, and she proved to be in fine condition. Tom Martin and the M&E crew shook out the cobwebs and cured the few ills caused by the long, dead storage.

On Friday, April 12, sign painter Tom Burns applied the final touches to the unit, hand lettering the heralds and cab numbers. There was no O&W precedent for numerals on the cab, and the proportions of the U30B prohibited the use of the EMD switcher-style number, with yellow numerals above the

BY LATE NOVEMBER, Tom Martin and Mike Mead are adding the yellow for the stripes over the brown primer. Site is M&E's Morristown shop.

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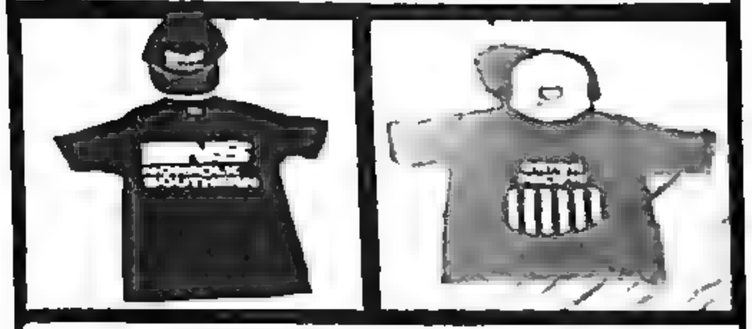

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NOT ON THE WHEEL REPORT By Joe Easley

"You old goats are always moaning about the good old days, now get aboard and like it!"

stripe against the gray. Authentic, slender O&W switcher-style numerals were tried on the cab, but they just didn't look right. Instead, we went for a much more "bold" version of the same basic numeral style—it was the only really arbitrary decision of the entire project.

The only physical work on the unit that I can claim credit for are the illuminated number boards (although I did assist in masking some of the stripes). Scaling up a book photo of O&W 821's number board in our photostat machine, I made up the full size numerals and cut the masks for painting the number boards.

Conrail 2888 became Lackawanna Valley 901, the next number series above the O&W's last F-units—and the O&W always started with the "01" instead of the "00." During the winter, the prospects for the Lackawanna Valley blew hot and cold. There were other bidders to operate the Lackawanna County-owned segment of the old D&H main line from Minooka Junction to Carbondale, Pa., and it wasn't until late March that Luedtke and Powers' Blue Mountain Management got the nod to become designated operator of the line.

In the interim, they had agreed to work with the Tri-State Chapter NRHS to schedule a fantrip using N.J. Transit equipment on Conrail to run from Hoboken with the "O&W 901" and pose it in front of the old NYO&W office building in Middletown, N.Y. The unit will be kept "as authentically O&W as possible" until after the trip, but once LVAL operations begin in Scranton—expected to be the following weekend—the unit will probably have the LACKAWANNA VALLEY name spelled out in red on either side of the carbody herald.

Al Luedtke began his railroading as a yard clerk for the New York, Susquehanna & Western and worked his way up to a trainmaster's job on the Erie Lackawanna. After Conrail, he transferred to Amtrak, where he is now an assistant chief dispatcher in Penn Station, New York. He is married and has four children.

Since the 1970s, Al has wanted to get into the short line business, and he made his first move in that direction a few years ago by

PRESIDENT BEN FRIEDLAND of the M&E pulls the masking off to reveal the full NYO&W colors for the first time on December 22. Master Mechanic Tom Martin (below) posed for honors.

buying a GE 45-tonner from Worthington Pump in Harrison, N.J., for an operation in Delaware that never developed. The unit was then sold to Republic Locomotive Works in Greenville, S.C. In the early 1980s he teamed up with Bill Powers of Blue Mountain Management and has supplied locomotives for a number of operations. He bought SW1200 9333 from Conrail and U33B 2895 for the Moxahala Valley near Zanesville, Ohio, and U33B 2914 for the Johnsonburg, Kane, Warren & Irvine in Pennsylvania. From U.S. Leasing he bought ex-CR U30B 2882 for the Panther Valley out of Jim Thorpe, Pa., and then picked up ex-CR U33B 2896 from Helm Financial—the 2882 froze up from water in the fuel, was replaced on the Panther Valley by the 2896 and was subsequently sold to the Gettysburg Railroad (see page 67). He also picked up a New York Dock 44-tonner for Eastern Railcar Service in Hillside, N.J., and acted as a middleman in the Vermont Railway's purchase of an SW1500 and GP18 from the TP&W.

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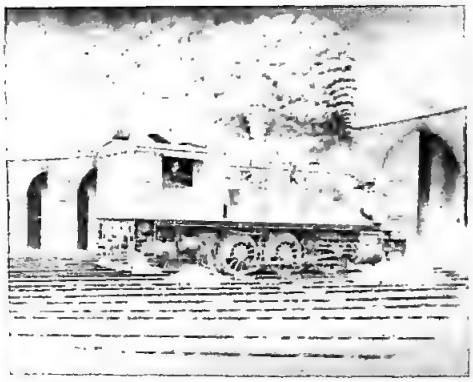

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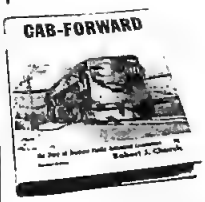

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ANNOUNCEMENTS

AKRON, OHIO QUAKER SQUARE TRAIN MEET - June 15--16, 1985. Marketplace, operating layouts, railroadiana, steam train excursion, and railfan, events at the former mills, silos, and railyards of the original Quaker Oats cereal factory. Information: 135 S. Broadway, Akron, OH 44308. (216)253-5970. 785

JULY 20 and 21 - THE STOURBRIDGE LINE, passenger train excursion, sponsored by the Wayne County Chamber of Commerce, Honesdale, PA. Travels through scenic Pennsylvania along the Lackawaxen River. This is a 52 mile run from Honesdale to Lackawaxen, Pennsylvania and back to Honesdale. Riders will see remnants of the Old D&H canal, the AT&T Earth Station and visit Zane Grey Museum. Contact the Wayne County Chamber of Commerce, 865 Main Street, Honesdale, PA 18431. Telephone Number (717) 253-1960 for tickets and information. 785

SEPTEMBER 14-15, 1985. Annual Autumn Leaves Show, Holiday Inn, I-71 and State Road 82, Strongsville, Ohio. Sat. 10am-6pm, Sun 10am-4:30pm. Adults $2.00, under 12 free, family $5.00. 100 plus tables $30 each. Information: Boxcar Annie's, Box 335, Centerville, GA 31028. 985

SOUTH CARVER, Edaville Railroad Railfan Weekend and Collectors Flea Market, June 15 & 16, 1985. Edaville, Rte 58, 10am to 5:30pm. Adults $6.00, children $3.00, under 3 free. John Bryden, Edaville, PO Box 7, So. Carver, MA 02366, 617-866-4526. 1185

SATURDAY, AUGUST 3, 1985, Atlanta, Georgia, Southeastern Railroadiana Collector's Eighth Annual Railroadiana/Model Train sale and trade show, Lanier Plaza Hotel and Conference Center, I-85 at Monroe Drive, 9am to 4pm. Admission $2, tables $15. Information LSSAE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327. 985

AUGUST 3rd, 1985: Steam excursion behind Little River RR #110 Pleasant Lake to Steubenville, IN. All tickets $2 in advance before July 13th. Charlie Willer, 523 Standard Bldg., Ft. Wayne, IN 46802. 785

BOONE & SCENIC VALLEY RAILROAD operates May 25th through October 27th, weekdays at 11:00am, Saturday, Sunday and holidays at 11:00am, 1:00-3:00-5:00pm CDT. Ten mile round trip over scenic former Fort Dodge, Des Moines and Southern Railroad mainline into the Des Moines river valley, featuring an 800' long, 156' high steel trestle, and the Des Moines River Bridge in vintage open and closed cars. Area offers many fine dining, lodging, camping and recreational facilities. Free brochure, send SSAE to: B&SV RR., PO Box 603, Boone, Iowa 50036-0603. Motor coach groups welcome. Tour includes B&SV RR trainride, conducted tour of Mamie Eisenhower birthplace, C&NW RR's Kate Shelley double track high bridge and museum, and winery. 9th Annual Pufferbilly Days, the largest railroad heritage celebration in the State with over 50,000 in attendance, Sept. 6-7-8 in Boone. For the entire family. Contact Chamber of Commerce, Convention & Visitors Bureau, PO Box 306, Boone, IA 50036-0306, or phone 515-432-3342. 985

MIDWEST CENTRAL RAILROAD, Mount Pleasant, Iowa, will hold their 25th Anniversary Reunion August 29 through September 2, 1985. Engine No. 6, completely rebuilt, will be running. Also engine No. 2, Shay No. 9, and Henchel No. 16. A gift shop featuring railroad items including belt buckles of engine numbers 2, 6, and 12. 785

HUCKLEBERRY RAILROAD, Flint, Michigan, hosts fourth annual Railfans Weekend, August 10-11, 1985. Inaugural run of former D&RGW K-27 #464 featured. Also in service, Huckleberry Railroad #2, a Baldwin 4-6-0 ex-Alaska Railroad Commission #152. H.O. model railroad layout, special photo runs, railroad movies, shop tours, and car exhibit. Located at restored 1860-80 era Crossroads Village, with steam-powered sawmill, cider mill, and gristmill. Information: Genesee County Parks and Recreation Commission, G-5055 Brank Rd., Flint, MI 48506 (313) 736-7100. 785

BOOKS & PUBLICATIONS

SHORT & NARROW RAILS, prototype narrow gauge and shortline articles, plans, news and photos; bimonthly, $16.00 per year. Free book catalog of all Railhead Publications, Box 526 RF, Canton, OH 44701. 785

BACK ISSUES — *Railroad Magazine, Trains, Model Railroader, Railroad Model Craftsman,* others. SSAE for list. Aker, Mayflower Ct., Martinsville, NJ 08836. TF

REVISED EDITION: "Trolley and Interurban Lines of the United States and Canada" $8.50 pp. (Dealer rates available). Joseph Gross, Box 14253, Rochester, NY 14614.785

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SHOWS & SALES

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SUNDAY, JULY 28, Hamburg, PA Dutch Train, Railroadiana Show Fieldhouse, Pine St. 9am to 2pm admission $2.00, tables $7.00, under 12 free. SSAE to: Sam Lenhart, RD#1 Leesport, PA 19533. (215) 374-5694. Ride The "Blue Mountain and Reading Railroad" while in Hamburg. 785

LEWISBURG, PA AUGUST 25, 1985. Central PA Chapter NRHS 10th Annual Train Meet. Lewisburg National Guard Armory, Rt. 15 south. 9am to 4pm, $2.50, under 12 free. SSAE to: Central PA Chapter, PO Box 145, White Deer, PA 17887. Or call Bob Leckey 717-753-5815. 785

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maintenance free. They do the job with ease and are remarkably economical to operate."

Pup signal

On the Saturday afternoon following the unveiling ceremonies of the NYS&W Alco 206 (page 28), Sandy Burton and I headed over to the Morristown & Erie to check out the progress on the O&W U30B. Nothing was being done on the 901 that day, but M&E President Ben Friedland offered the invitation to ride with him on the Chester branch job that was just going to work.

Taking ex-TP&W C424 801 and the M&E steel caboose, we headed out onto N.J. Transit's electrified ex-DL&W commuter main line and scurried westward through Dover to Lake Junction, where the old-DL&W Chester branch swings off to the south. On the southbound run, we were pushing the caboose, and Conductor Al Holleuffer was riding the end platform with a handful of dog biscuits. "We have a couple of dogs that live next to the tracks, and I always toss them some treats."

Al took care of his canine friends as we rolled past their fenced-in yards, and the dogs went nuts in expressing their delight. Near the end of the branch we picked up three empty boxcars from the Holland paper tape company and headed back toward the DL&W main line with the Alco in the lead and the caboose behind the three boxcars. At this point I was riding the engine, with Ben at the throttle. As we neared the dogs, Ben alerted Al by picking up the radio and calling, "801 to caboose. Appooch Medium."

Jim

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KODACHROME: JIM BOYD

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KODACHROME: JOHN L. BECKER

AL LUEDTKE had ex-CR U30B 2888 painted NYO&W colors as Lackawanna Valley 901, here on the Morristown & Erie on April 12. Gettysburg R.R. 28, at Biglerville, Pa., on February 13, was formerly Luedtke's Panther Valley ex-CR 2882. See page 60.

KODACHROME: SANDY BURTON

LAKE SUPERIOR & ISHPEMING U25Cs 2500-01 were delivered in 1964 in this yellow (**right**), shown in 1972. Alligator 2402, at Eagle Mills Jct. on July 20, 1984, wears LS&I's new livery.

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